FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Regd - and be safe

THE SPHERE, MARCH 24, 1951
With which is incorporated "BLACK & WHITE" 2/-

The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CCIV, No. 2667
MARCH 24, 1951

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

KING SIX CIGARS
1/9 *each*
MADE BY J. R. FREEMAN & SON, LTD.
The result of a century of experience
MAKERS OF FINE CIGARS SINCE 1839

SHERRY
GONZALEZ
TIO PEPE
(Regd. Trade Mark)
PRODUCE OF SPAIN

SEE
JAEGER
FINEST WOOL AND STYLE

* CIGARETTES by ABDULLA *

Grant's
Stand Fast
Scotch Whisky

It's a Vintage Beer...
TRADE MARK
Bass

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

Take this Economy Measure

Now is the time to order your new suits, before prices rise. Bernard Weatherill Ltd. still have a wide range of fine quality materials which are available at current prices while stocks last. The earlier you order, the greater will be your choice —and the bigger your saving. When the higher wool prices are reflected in the cost of clothes, the benefits resulting from your present foresight will be most satisfying. Do not delay another day.

BY APPOINTMENT
RIDING CLOTHES
OUTFITTERS

Bernard Weatherill Ltd

55, CONDUIT STREET, LONDON, W.1
81, CANNON STREET, LONDON, E.C.4

Also at Birmingham, Aldershot and South Ascot.

For the convenience of customers, Mr. J. Weatherill makes regular visits to Scotland and the North, and appointments can be arranged at the most convenient centres en route. Please write to Head Office for details.

GILL & REIGATE

10,000 *yards of plain deep pile*

CARPETING

at a substantial reduction in price

We have been successful in obtaining considerable stocks of magnificent, deep pile carpeting which, because of slight variations in colour unnoticeable in use, we are offering at reduced prices. It is 27″ wide, and available in plain colours only: green, fawn, mushroom, mulberry, cherry, peach, old rose, flesh beige, powder blue and some others.

IF YOU PLEASE, COME AND SEE

GILL & REIGATE

Interior Decoration, Period Panelling, Antique and Finest Reproduction Furniture, Curtains, Fabrics, Carpets

ARLINGTON HOUSE, (*Opposite Caprice Restaurant*)
ARLINGTON STREET, PICCADILLY, LONDON, S.W.1
Telephone: MAYfair 6257

BY APPOINTMENT
Gin Distillers to H.M. King George VI
BOOTH'S DISTILLERIES LIMITED

BOOTA'S

DRY GIN

Definitely Superior!

THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE

Volume CCIV No. 2667 The SPHERE, London, March 24, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

AGROUND FOR OVER SIX WEEKS BY THE SHORES OF COUNTY MAYO—THE S.S. "BONAWE," OF 355 TONS, SEEN FROM THE AIR AS SHE LAY ON THE SANDS AT BARTRAGH ISLAND, KILLALA BAY, WITH FULL STEAM UP IN THE HOPE OF BEING FLOATED OFF WITH THE NEXT TIDE: The *Bonawe*, with a cargo of coal from the Mersey, went aground on this treacherous stretch of coast on February 8, and an attempt was made to refloat her on February 22, but without success. After being unloaded, her cargo being dumped into lorries which came alongside, the *Bonawe* entered deep water again in the first week of March.

Where Killala Bay bites into the land between Mayo and Sligo on Ireland's treacherous western coast, is the long and narrow strip of Bartragh Island, which lies amid the shallows just off the port of Killala. There, on February 8, the Glasgow collier *Bonawe* went aground, and there she remained for six weeks, despite determined efforts to get her out to the open sea. After the failure of the attempt on February 22, it was realised that the *Bonawe* would have to be unloaded, and accordingly lorries were sent out to her at low tide, by way of the Bartragh Island causeway, and her coal, bound from the Mersey to Ballina Gas Works, was duly unloaded. The operation was completed after a great deal of arduous manual labour, and the gallant little *Bonawe* was then able to put to sea, making for the Firth of Clyde, where she was slipped for examination following her hazardous Irish adventure.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Easter.—The first open-road holiday of the year should fall as late as possible—in a normal year. The hotter the sun and the longer the daylight, the better for all concerned. The daffodils should be out and the primroses, so that motorists can uproot them and scatter them along the roads, and the cuckoo should have been heard at least by "West Country parson" and authentically reported in *The Times* before Easter falls. But this has not (thank God) been a normal year, and by all the law of averages, an early Easter may be as good a bet as a late. There are due to us at least two spells of early warm spring weather (which we usually enjoy in February and March), and there is as much reason to expect one of them round about March 24 as in early April—I am not a weather prophet: I have done with all that, but I am convinced that there is a handsome melon or bonus due to us, and that it cannot now be long deferred. So perhaps we shall have a blink of sun during Easter, perhaps God will temper the east wind to the shorn lambs who crowd round the "old firms" at the local Bank Holiday point-to-point races. However it be, I make no doubt that the car parks will be fuller than ever and stretch more and more miles away from the course, and that the rival claims of motor-racing and horse-racing will keep the road-cops busy on our West Sussex roads and swell the calendars of the first Petty Sessions after the holiday. So, rain or shine, east winds or west, go to it and beat all records on the open road.

New Blood.—The Upper House is to be installed by May in its ancient chamber (or "other place"). The House of Peers "has increased and is increasing," ever since the present century, and most swiftly under Radical and Socialist Premiers. Since Mr. Attlee took office as Premier, over seventy peerages have been created—at the rate of thirteen a year. This beats Mr. Asquith's record of twelve a year for nine years running. Lloyd George was not far behind. It is probably true to say that half the existing number of peerages entitled to sit are creations of the present century, a fact which may surprise many. Certainly it is true that creations since 1900 amount to nearly half the present number of peerages entitled to sit. The work of the Lords is carried on very largely by holders of peerages (new or old) who have won their spurs; very little by "sons of their fathers." It may fairly be called a body of self-made men, very expert, very industrious, full of common sense and experience, by no means bound by tradition. That applies to the *working* House, a very small body, only a small proportion of its full strength of 700 plus. I have never seen an authoritative estimate of how many years it would take (on the average annual wastage of the last 100 years for example) before the hereditary peerage died out, if no new creations were made. There would, of course, be many persistent survivals, but it would not take many decades to bring the survivors down to the size of a "remnant."

Fitzwilliam Case.—The legal mind is angelic in one sense. It seldom wishfully rushes in to difficult ground, as fools are apt to do. The public followed this good-humoured and expensive test case with mild interest, but it very seldom "saw the point," as the lawyers saw it. It wondered who was paying the enormous cost; it could not see why Lord Fitzwilliam's estate should concern itself financially with what was certainly an outside and possibly a pointless decision. But it did suppose that the judge would examine and pronounce on "a certain interesting point of Scots law" raised by the petitioner. The judge, however, was pleased to absolve himself from mixing himself up in that tangle, and the interesting point remains unclarified by even a Sassenach *obiter dictum*. Result: the petitioner failed to prove a Scots marriage entitling him to rank as heir-presumptive to Lord Fitzwilliam. His younger brother retains that rank. An heir-presumptive is never an heir-apparent. Time and chance can always insist that "heir-presumptive" is at the best a mere "courtesy title."

MR. CHURCHILL RECEIVES THE VISITING ITALIAN STATESMEN—THE LEADER OF THE OPPOSITION WITH HIS GUESTS, SIGNOR DE GASPERI, ITALIAN PREMIER, AND COUNT SFORZA, ITALIAN FOREIGN MINISTER, AT A RECEPTION AT HIS HOME IN HYDE PARK GATE: On the left, next to Signor de Gasperi, is Mr. Harold Macmillan, and on Count Sforza's left hand are Mr. Anthony Eden and Signor Gallarati-Scotti, the Italian Ambassador. Standing in the back row are Lord Woolton, the Marquess of Salisbury, Mr. Oliver Lyttelton, Sir David Maxwell Fyfe, and Mr. R. A. Butler. This cocktail-time meeting gave Mr. Churchill an opportunity of reassuring his visitors regarding his attitude towards the Italian people—an attitude which may have been misinterpreted during a recent heated exchange in Parliament, in which a slighting reference was made to Italians during a "brush" between Mr. Churchill and Mr. Shinwell, the Defence Minister.

The chief value in the case lay in its exposure of the vast change in social conditions and manner of thought during the present century.

Shoddy.—A few weeks ago I listed a few of the commoner articles on sale in our shops which are carelessly and even shoddily turned out. A correspondent reproved me for mentioning these faults "even if true." It is "unpatriotic." Apparently the Gadarene swine (at least in Festival Year) must be encouraged to commit suicide. And now there is reason to think that these faults are not confined to the home market. ("Anything does for the natives.") I observe that our exports are shrinking rather seriously, *pace* the last monthly figures, and especially those to Canada. I therefore quote from a timeous letter from a British Columbia importer of British goods. "I see deterioration in quality and selection everywhere. A new English car of the medium price bracket so full of culpable defects that after three months the agents offered me a new car (a less expensive model, I grant) on a straight exchange. A new English leather handbag for my wife—the handle dropped off on the plane the next day. Buttons come off new garments, nuts off new machines. A few days ago I decided I needed a new mowing machine. I rang up a dealer whom I know and asked what he had to offer. He mentioned several Canadian makes, so I asked him about English machines. 'I wouldn't sell you one; they are just sending out trash these days.' My firm is receiving more and more complaints from the United States and this in spite of the utmost care and vigilance of my warehouse staff to catch the sub-standard goods before they are shipped out. Ten years ago, or even five, a complaint was rare and defects negligible. I am sorry to say it, but the bleak fact is that a great many of Britain's exports should be back-stamped—'Shoddy made in England." Unpatriotic—my foot! I wonder what sort of snub I should have received if I had sent his letter marked "*Confidential*" to the appropriate Ministry.

Florence Nightingale.—Herbert Wilcox has obtained permission to "shoot" some scenes from his film biography of Florence Nightingale (Anna Neagle) *in the actual places where they occurred*, in Buckingham Palace, Birkhall, Broadlands, Embley, and so on. No doubt these intimacies add a note of realism to what is on the films sometimes an unconvincing document. Some people can only lash up their interest in history when they see or touch an authentic (or not so authentic) relic of the historical character portrayed—Prince Charlie's dirk, Flora's petticoat, Tennyson's last pipe, and so on. Buckingham Palace 1951 will require a good deal of rearrangement before it can be restored to any resemblance with the Buckingham Palace of the mid-Victorian era, and that goes also for Birkhall and Broadlands. We learn that the film is to be based on a play written long before the definitive biography came out. No word is said of Cecil Smith as an authority. But she is the last and final authority on the things that *matter* in Miss Nightingale's biography. Perhaps the latest biography of Florence Nightingale is already forgotten or not yet heard of in filmland. That is, in my experience, the fate of definitive biographies. They are either forgotten and ignored, or they are treated as public reference books and quoted freely by columnists, without a thought of copyright or a gesture of acknowledgment.

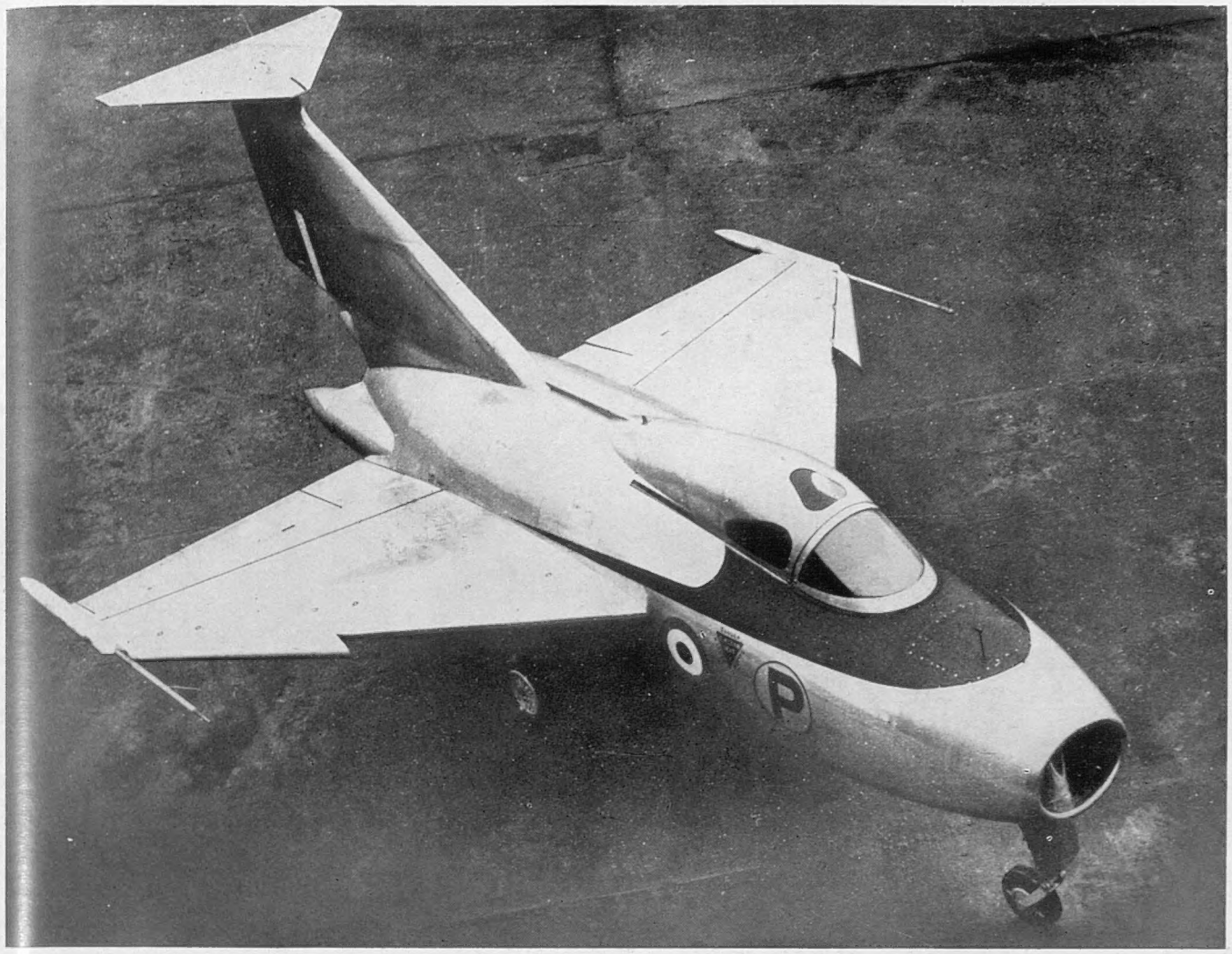
Curtsy and Cut-Away.—The débutantes are curtsying again; that is to say, every débutante, not merely those who in the past twelve years have found themselves in close proximity to the Royal family. Formality has in some sort returned to these presentation Courts, and perhaps one day the full ceremonial will return, with evening frocks and trains. And already the successors of Mrs. Wordsworth and d'Egville are advertising coaching for the knee-perfect curtsy. And Ascot is to be more "glorious," too; "morning dress" is no longer optional, but essential, and the "outfithirers" will be hard put to it. If you have a Court, you must have a "Society" of a sort. If you have a Society, you must control it with conventions and formality of some sort. In the 1880's, Queen Victoria was trying to puzzle out the problems of innocent divorcées and Lord Salisbury spent much valuable time trying to help her sort it out. However, that is neither here nor there just now. The tail-coat is *de rigueur* once more for Royal occasions—though austerity remains. And if the banning of the "lounge suit" from Ascot would ban that hideous expression from our dictionary, I should be really interested in the reformality. I class "lounge-suit" with "serviette," "toilet," "soiled-linen-tidy," and other horrors of my *index expurg.*

Wonderful to Relate.—A blink through the iron curtain, a hole in the wet blanket that covers this island! Some G.I.s, after a month in England (and what a month!), tell the reporters that we are all wonderful! *Our shops* are wonderful. They don't force a dollar-man to buy the goods they have (if they have any). *Our ices* are better than ices in the States. *Our girls* have lovely complexions and could usefully show more of their legs than they do. *Our pubs* are cosy and friendly. *Our faults* (if any)? We can't give clear directions how to reach a named village. If we are not "strangers in these parts," we give a long and inexplicable series of "right turns and left turns," and end up with "*You can't miss it.*" And our radio comics are not as obviously comic as they should be. Apparently, if you are a stranger you *can* miss it—both the pointers and the points. As for our weather? . . . Never mind, our faults are venial, our virtues wonderful. *Sursum corda.* Festival hour is almost on us!

THE OLD STAGER

"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).



THIS IS THE FAIREY DELTA, SO NAMED BECAUSE IN PLAN VIEW THE WING RESEMBLES THE GREEK SYMBOL Δ: The aircraft has just made its first flight from the Aircraft and Armament Experimental Establishment at Boscombe Down. It was flown by Group-Captain Gordon Slade, Fairey's chief test pilot, and was in the air for seventeen minutes. No details of performance were revealed. The Delta has been designed and developed in secret by the Fairey Aviation Company, and forms part of Britain's general programme of high-speed experimental work.

FASHIONS IN FLIGHT

The Development of the Delta Wing Aircraft and the Coming Helicopter Passenger Service

From swept wing to delta-shaped wing is an obvious experimental step, and the coming trials with the Fairey Aircraft F.D.1 should be revealing indeed. The Delta is powered by a Rolls-Royce Derwent turbo-jet, which is buried in the fuselage and has its exhaust outlet at the tail of the fuselage. As in the case of the Armstrong Whitworth AW 52 research aircraft, a feature of the Fairey type is the use of elevons—control surfaces on the rear, or trailing, edge of the Delta wing. These combine the functions of ailerons and elevators. A normal rudder is fitted to the long fin. Streamlined fairings at each wing-tip house anti-spin parachutes for emergency use during the Delta's flight testing.

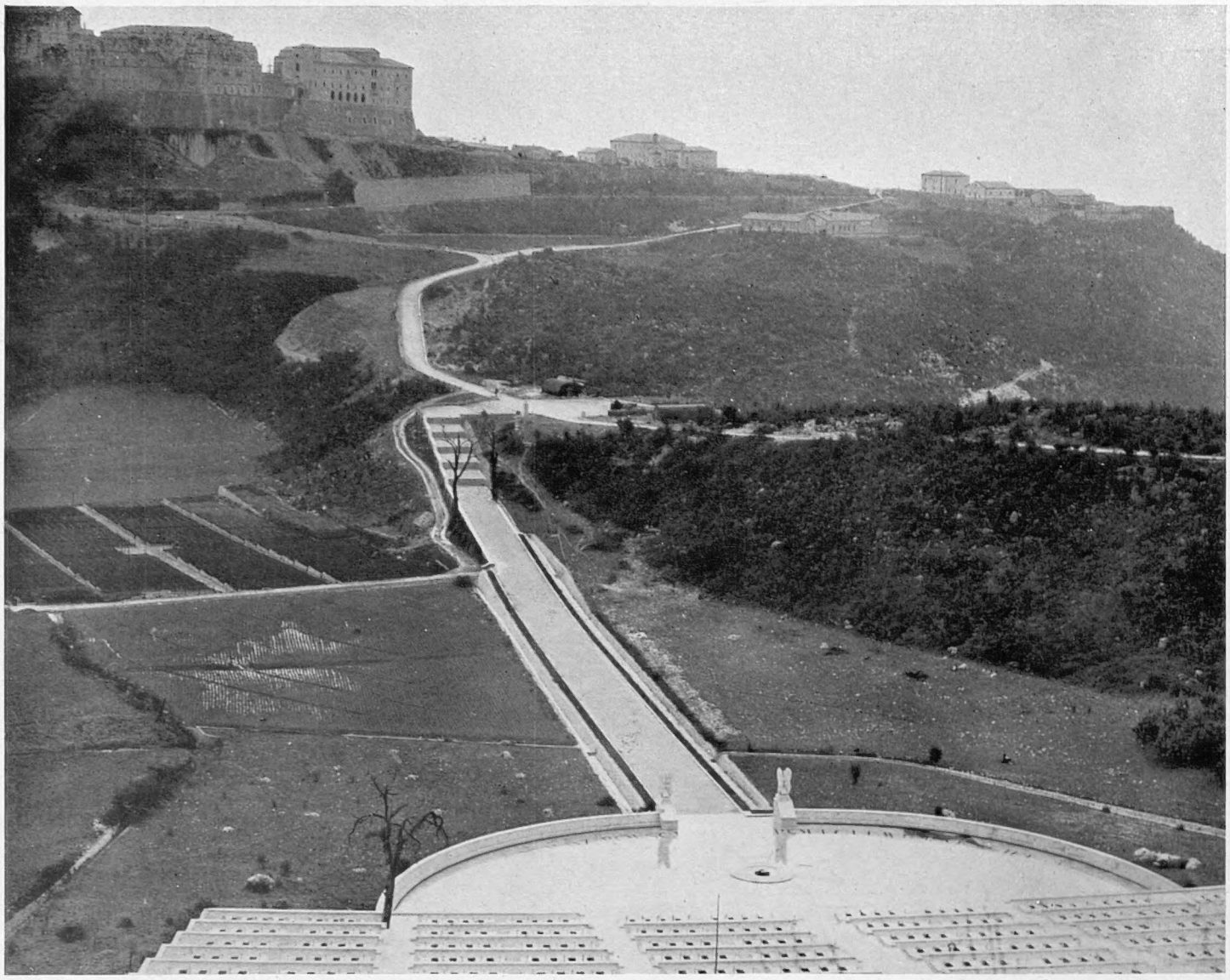
Of no less interest are current developments in the field of helicopter design, and it is becoming apparent that the rotating-wing aircraft is here to stay and, in course of time, will be a commercial proposition. The first British helicopter service is coming into being this year, and to this end proving flights are now taking place between London and the Midlands. The Ministry of Civil Aviation's inter-departmental committee on the future development of the helicopter has just issued its first report, in which it recommends the helicopter as offering a high degree of public convenience and time-saving advantages over all other forms of transport for distances between 50 and 300 miles.

TOUCHING DOWN ON THE H-SHAPED MARKER AT NORTHOLT AIRPORT—THE BRITISH EUROPEAN AIRWAYS HELICOPTER COMPLETES A PROVING FLIGHT FROM THE MIDLANDS IN CONNECTION WITH THE ESTABLISHMENT OF THE NEW LONDON AND BIRMINGHAM PASSENGER HELICOPTER SERVICE, WHICH WILL START IN JUNE: Captain John Theilmann, the senior B.E.A. helicopter pilot, flew the machine from Peterborough, its present base, and after stops at Birmingham and Northolt, reached London Airport in good time. Landing procedure was checked en route and radio cover was also under check. Rotor aircraft to carry twenty or more passengers are now envisaged, but before that will come the ten- to twelve-passenger machine, which should be in commercial use by 1954. By 1960 a fleet of 50 or 100 helicopters may be operating on internal services in the British Isles, mostly at distances between 50 and 300 miles.

The Rise of the New CASSINO

After Seven Years the Monastery and the Town Emerge from the Rubble

To-day, seven years after its capture by Allied troops of the Eighth Army, the town of Cassino, scene of the bitterest fighting of the Italian campaign of the Second World War, is emerging from the heap of rubble to which it was reduced. Many handsome buildings now stand astride Highway Six, the strategic route to Rome, sixty miles to the north. Due to transport and supply difficulties, rebuilding is necessarily slow, and it will be years yet before Cassino really recovers from the appalling wreckage of war, from the ill fate which made it the pivot of a for-long-impregnable line. As for the monastery, that great Christian monument, the Mother Abbey of the Benedictine Order, that is again rising along the crest of Monte Cassino, a satisfying sight indeed both for Catholics and admirers of ecclesiastical architecture. Impressive in the south wing is the great newly-built refectory, which has been used as a museum during the past year, and the new Benedictine House is also a fine sight. The use of travertine and other local stone is much to be commended, and visitors who knew the old Abbey have commented favourably on the faithful reconstruction.

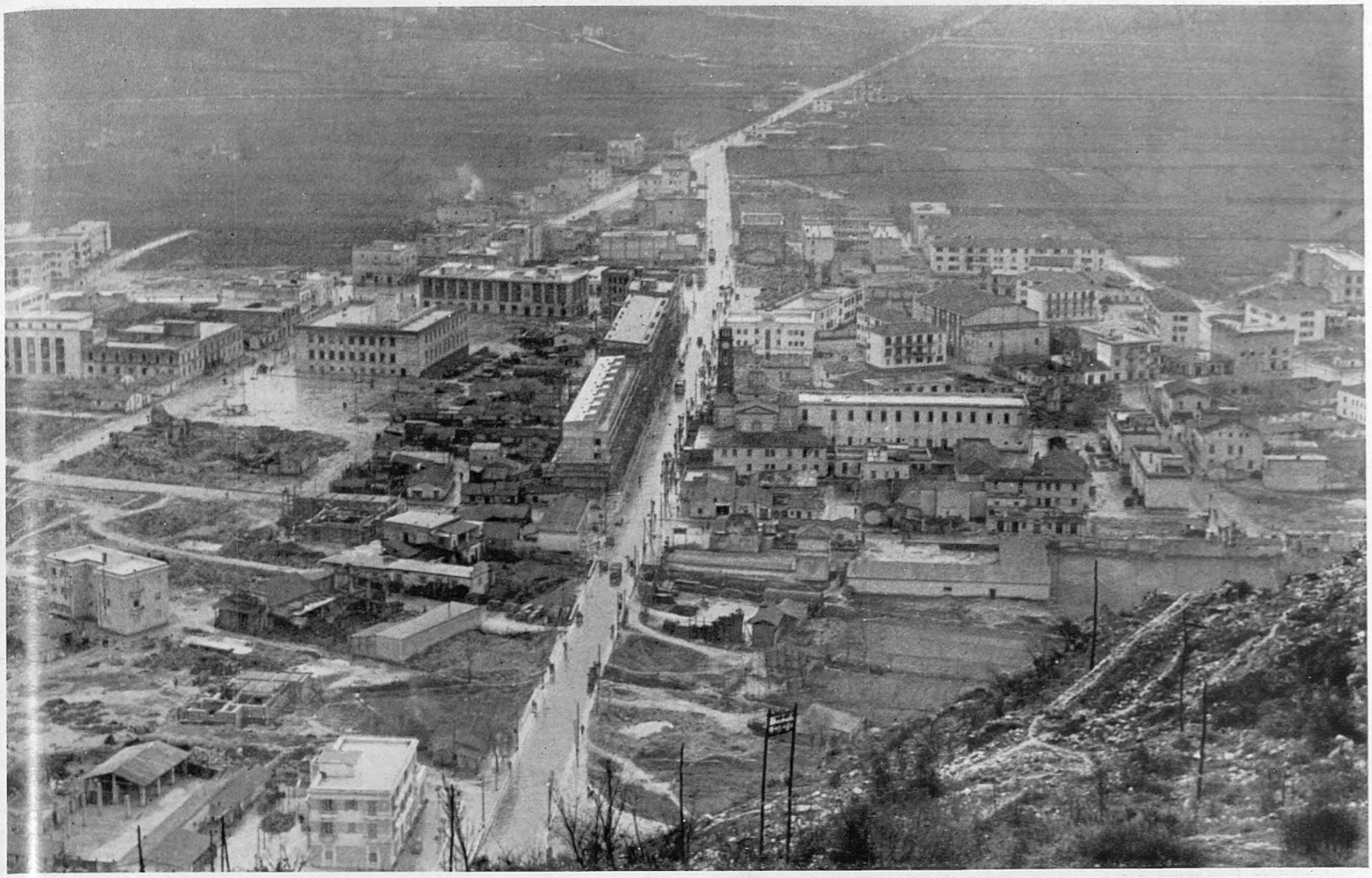


LOOKING ACROSS THE VALLEY TO THE BENEDICTINE ABBEY AT CASSINO FROM THE POLISH MILITARY CEMETERY ON A SPUR OF THE SLOPES OF MONTE CASSINO : This elaborately-planned graveyard is a reminder of the valour of the Polish troops who fought with the Eighth Army during the long battle for possession of the mountain. At the summit of Monte Cassino is a stone memorial marking the exact spot where the Poles met and overcame picked troops of a German parachute division engaged in a last desperate stand. Rebuilding the shattered Benedictine monastery is proving a lengthy task, but during the past eighteen months progress has been more rapid, and an upward glance at the crest of Monte Cassino now reveals an extensive range of handsome buildings in various stages of construction.

THE MOTHER ABBEY OF THE BENEDICTINE ORDER RISES FROM ITS RUINS : This is a completed section of the buildings on the summit of Monte Cassino. The buildings are finished outside in travertine and other local stone.

HE SUPERVISES THE RECOVERY OF SHATTERED SCULPTURE AND MOSAICS : Father Settimio Izzi measuring up a piece of marble which has emerged from the ruins of the Abbey.

REBUILDING THE FAMOUS COURTYARD OF THE BENEDICTINE ABBEY : No rebuilding could begin until the masses of rubble had been sorted out and stacked in piles. Probably as much as £1,500,000 will be needed to rebuild just the plain brick-and-stone edifices of the resurgent Abbey—that is, without any embellishment at all. The complete restoration will entail a much higher figure. The work may take ten, fifteen or twenty-five years, progress being largely dependent upon the funds available. The fervent prayer of the Cassino monks is that the work will not be delayed.



THE NEW TOWN OF CASSINO, SHOWING THE MAIN ROAD TO NAPLES RUNNING STRAIGHT THROUGH THE CENTRE AND MANY HANDSOME NEW BUILDINGS: It was here in 1943 that General Alexander's advance on Rome was held up by the determined German resistance. Not even the 1,000-bomber attack on March 15, 1944, during which 2,500 tons of bombs were dropped in four hours, could dislodge the enemy, and it was not until May 1944 that Alexander was able to announce that Monte Cassino had been captured. In all, the monastery and the town took the weight of 25,000 tons of bombs during the long and bitter siege.

THE NEW CASSINO, WHICH IS BUILT A LITTLE TO THE WEST OF THE BOMB-SHATTERED OLD TOWN WHICH ONCE HAD A POPULATION OF 19,000: Now the tide of life returns to Cassino. Among the new buildings are several handsome blocks of workers' flats built by the Italian Ministry of Public Works. They each accommodate twenty-two families who lived in Cassino before the invasion of Italy and who fled as the tide of battle rolled along the Appenines. Cassino may one day become the handsomest town in Italy, just as it was once the prettiest before the day when it had the ill fortune to become the pivot of Germany's vaunted Gustav Line.

LOOKING EASTWARDS FROM THE GOLDEN GALLERY OF ST. PAUL'S IN THE DIRECTION OF BILLINGSGATE AND THE TOWER OF LONDON: This view shows in the foreground the badly-devastated area just to the east of the Cathedral. The great roof in the middle distance on the right is that of Cannon Street Station, and in the centre is the Monument in Billingsgate. This commemorates the Great Fire of 1666, which started at a spot in Pudding Lane, said to be exactly 130 ft. from the Monument. Away in the distant mists can be seen the Tower of London, with Tower Bridge on the right. The Golden Gallery, from which the pictures on these pages were taken, is being opened to the public during this year for the first time since 1939. The Gallery is 281 ft. above street-level and almost 100 ft. higher than the Stone Gallery at the base of the dome.

LOOKING ACROSS CHEAPSIDE—A VIEW SHOWING THE CHURCH OF ST. MARY-LE-BOW ON THE RIGHT: Cheapside, once called West Cheap, was the great street of ancient London, "the street that contained the handsomest shops, that was inhabited by the richest burghers, and that witnessed more of the pomp of the Londoners, their fetes, their processions, their public ceremonies, their executions, and all the paraphernalia of their municipal dignity, than all the others in the city." Thus wrote J. T. Smith in his work, *The Streets of London*. To-day Cheapside has lost much of its bustling air, for the area is badly blitzed, and there are vast gaps along its length from St. Paul's to the Mansion House.

SEEN FROM ST. PAUL'S GOLDEN GALLERY

Some New and Dramatic Views of the City of London; An Opportunity of Seeing the Capital Which Will be Possible for Festival Visitors

It was a matter for pride among Londoners, a bulwark of their faith in dark days, that the great dome of St. Paul's somehow or other continued to dominate the London scene in the midst of war. Bombs rained round it, and one monster, which never exploded, actually fell within the walls of the great shrine. Incendiaries by the hundred came down on the roof, but St. Paul's emerged proudly, standing in the centre of the urban wilderness. To-day a new and better London is slowly beginning to rise round the wonderful Cathedral, the result of careful planning amid the blitzed acres of Cripplegate and Queen Victoria Street. The results of some of this rebuilding can be seen in these views, taken from the Cathedral's Golden Gallery, but progress is slow as yet, and it will be many years before we see the noble ceremonial way up Ludgate Hill and other features of the City of London Plan. In this Festival Year no doubt thousands of visitors will climb to the Cathedral's reopened Gallery and marvel once again at the panorama of London spread out before them. It is a truly rewarding climb.

E VIEW ACROSS DR. JOHNSON'S LONDON—LOOKING WESTWARD DOWN LUDGATE HILL TO FLEET STREET, TEMPLE BAR AND THE LAW COURTS: Here again there are tragic gaps, although the use of the telephoto lens tends to foreshorten the view and the extent of the gaps is not easy to assess. For instance, to the right of Fleet Street, in the middle distance, there is a vast acreage of devastation, but this is only partially seen. In the late '30's the offices of "The Sphere" were in this area, and in common with many other buildings they were razed during the blitz, when many valuable records were lost. Under the plan for rebuilding the City of London, Ludgate Hill is going to take on a new aspect, representing a ceremonial driveway. The main streams of traffic will be carried along other routes.

ESTWARD FROM ST. PAUL'S: This view embraces in the foreground Blackfriars Bridge, with the big crescent-shaped block of Unilever House at the northern approach to the bridge. Farther upstream can be seen Waterloo Bridge, with the Dome of Discovery and the old Shot Tower, features of the Great Exhibition of 1951, clearly seen at the bend of the river. Big Ben and the Victoria Tower of the Houses of Parliament are also clearly shown, and away in the distance is Battersea Power Station, a probable contributor to London's rain of grit.

THE DOME OF THE OLD BAILEY DOMINATES THIS VIEW TOWARDS THE NORTH-WEST: The Old Bailey stands near the site of Newgate Prison, which existed there from the time of King John until 1902, when the last building of the series was demolished to make way for the Central Criminal Court. Directly behind the dome can be seen the vast bulk of Atlantic House, the first of the new blocks of office buildings to be completed within the City of London since the end of the war. In the foreground is the Central Electricity Authority building.

TELEVIEWERS SEE AMERICA'S CRIME INVESTIGATION

Frank Costello and Others Testify at the Federal Courthouse, New York, where Video Cameras Recorded the Scene for a Vast Audience

Senator Estes Kefauver, a lanky, soft-spoken Southerner who rules his Committee with judicial calm, Frank Costello, alias Francisco Castiglio, who has all the appearance of a successful New York business man and has been dubbed the ruler of a major American crime syndicate, were only two of the stars in the big television programme to which New Yorkers were treated as the Senate Committee on Crime got under way. From the very outset it became apparent that Costello continues to have tremendous underworld and political influence. Another interesting character was the moon-faced Frank Erickson, now serving a prison term for bookmaking, who was fearful that anything he might say might land him in even hotter water. Charles Lipsky, the Republican politician, was another curious personality to take the stand, and one newspaper declared that he had all the appearance and manner of a retired Shakespearean "ham" actor. The first witness of all was George Morton Levy, President of the Nassau Trotting Association, who admitted paying Frank Costello 60,000 dollars to keep bookmakers from operating at Roosevelt Raceway. Mr. Levy said that he made this payment at the rate of 15,000 dollars a year, and stopped it in 1950.

THIS WAS THE DRAMA WHICH WAS PRESENTED TO TELEVISION VIEWERS IN BARS AND RADIO STORES AND IN THEIR OWN HOMES, GIVING VIDEO FANS WHAT HAS BEEN DESCRIBED IN THE NEW YORK PRESS AS THE MOST ABSORBING AND INSTRUCTIVE DAY IN THE HISTORY OF TELEVISION : The scene is the Federal Courthouse, New York, and grouped on the platform are the Senators and Committee counsel conducting the Investigation into Organised Crime in Interstate Commerce. Chairman of the Senate Committee is Senator Estes Kefauver, Tennessee. At the table on the right beneath the portrait of Charles Evans Hughes, the Governor of New York who once closed all the race-tracks in the state, is Costello, the star witness, seated beside his attorney (wearing glasses).

THE THREE SENATORS CHARGED WITH THE TASK OF CRIME INVESTIGATION : Senator Tobey (New Hampshire, Republican), Senator Estes Kefauver (Tennessee, Democrat), and Senator Herbert O'Conor (Maryland, Democrat) in the 28th floor room in the Federal Courthouse, where they heard the testimony of leaders of the underworld and others called before them

JOSEF DOTO, ALIAS JO ADONIS, REFUSED TO ANSWER MANY OF THE QUESTIONS ADDRESSED TO HIM BY THE COMMITTEE : With a faintly worried expression he sat in the witness chair before the Investigating Committee, insisting that he had no political influence and denying any connection with underground activities on the waterfront. Adonis was a far from satisfactory witness.

CITED BY THE INVESTIGATING COMMITTEE FOR CONTEMPT FOR REFUSAL TO ANSWER QUESTIONS : Frank Erickson, the convicted bookmaker now serving a term of two years at Riker Island Penitentiary, refused to answer questions at the hearing, as he feared that his answers would be used against him. When Senator Tobey asked Erickson to speak louder so that those in the courtroom could hear him, the latter replied : "The last time I spoke to you, Senator, I spoke too loud."

THE MAN THEY CALL "THE CZAR OF THE AMERICAN UNDERWORLD" : Frank Costello standing beneath the portrait of Charles Evans Hughes as he took the oath before giving evidence before the Crime Investigation Committee. Sixty-year-old Italian-born Costello admitted that his real name was Francisco Castiglio, and that he had once been gaoled for carrying firearms under his mother's name. He was asked at one point how much money in cash he had in the safe in his flat. At first Costello refused to answer, but after whispering with counsel, said he thought the sum amounted to £17,000. As he objected to the television cameras, on the grounds that the spectacle would rob him of privacy, the cameras stopped short at his chin. When he mopped his forehead the lens followed his handkerchief from his trousers pocket to his face without showing his features.

THE RETURN TO SLUGAN LODGE FROM THE HEIGHTS OF BEINN A BHUIRD: Three of the searchers for Dr. Donald M'Connach, who had disappeared while climbing in the Cairngorms, near Braemar, seen as they made their way back through the snow after the doctor's body had been found. The body was discovered in a corrie at the foot of Coire na Ciche, and it was found that the young doctor had fallen more than 500 ft. Forty searchers, including police, gamekeepers and an R.A.F. rescue team, took part in the search. Beinn a Bhuird is one of the southern-most peaks in the Cairngorms, and the nearest to Braemar, hence its popularity among climbers.

TRAGEDY IN THE CAIRNGORMS

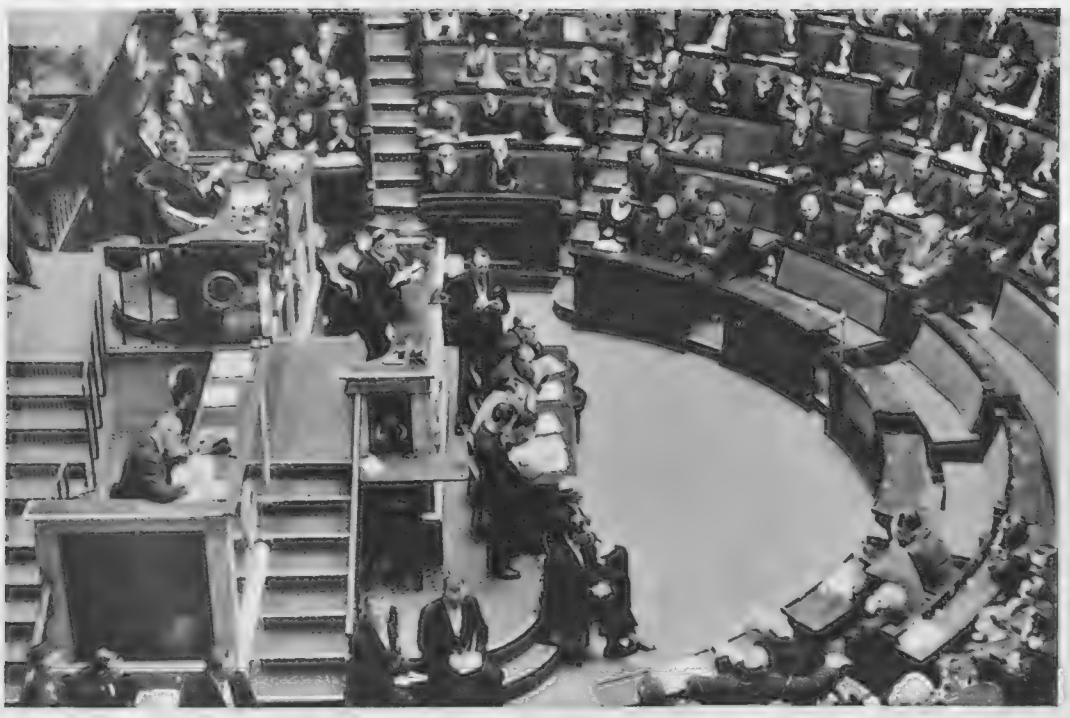
Searchers Bring Back to Braemar the Body of the Doctor Who Fell to His Death

On right—THE SEARCHERS RETURN: Drawing the body of the ill-fated doctor on a sledge, they make their way down the slopes of the grim and desolate mountain-side. Dr. M'Connach disappeared in the mist while climbing with a friend.

Foreign News in Pictures

QUEUILLE AFTER PLEVEN, AND THEN FRANCE CARRIES ON

THE FALKENHAUSEN TRIAL ENDS IN A 12-YEAR SENTENCE; THE AMSTERDAM-RHINE CANAL; THE DUCHESS OF WINDSOR LEAVES HOSPITAL



IN FRANCE THE MIXTURE IS VERY MUCH AS BEFORE—M. QUEUILLE PRESENTS HIS PROGRAMME TO THE ASSEMBLY AND WINS A HANDSOME VOTE OF CONFIDENCE: *Left*—The Socialist-Radical Prime Minister addressing the French Assembly, which supported his programme with 359 votes, 48 more than the absolute majority of 311 required by the Constitution. The new administration is virtually the same as that of M. Pleven, which it succeeds, and the question of electoral reform, which brought down M. Pleven, is, at the time of writing, shelved. *Right*—M. Queuille, the diminutive Socialist-Radical, seen with M. Pleven when the latter handed over office at a ceremony at the Hotel Matignon. M. Queuille, with his forty years of Parliamentary experience and his Ministerial record in twenty-six Governments, is a political leader who appears to inspire confidence. He has twice before held the Premiership, one of his administrations being quite the longest in the present legislature.

THE GREAT BELGIAN WAR CRIMES TRIAL AT LAST COMES TO AN END: The four accused standing in the dock at Brussels as they heard the verdict of the court. Left to right are former General von Falkenhausen, one-time Military Governor of Belgium and Northern France, who received twelve years penal servitude; former General Reeder, head of the German civil administration in Belgium, who also received twelve years; former General Bertram, Governor of Liége, who received ten years imprisonment; and General von Claer, Bertram's successor, who was acquitted on the grounds that the charges could not be proved. The trial began last May but was suspended until September to permit the defence to study dossiers containing 2,470 documents. The accused were alleged to have authorised the executions of hostages and the deportation of Jews and Belgian workers. The court took into consideration Falkenhausen's aloofness from National Socialism and his intervention in favour of some arrested Belgians, and it was found Reeder had in some cases refused to order reprisals.

PANKHURST OF THE NILE! Mrs. Doria Chafik, President of the Bent El-Nil (Daughter of the Nile) Union, and one of Egypt's leading suffragettes, who has been charged by the Egyptian Government with "fomenting revolution in the country and violating the law which bans public demonstrations." Last week she was summoned to appear before a court to answer the charges. Mrs. Chafik, wife of a University law professor, led a feminist demonstration on February 19, demanding that Egyptian women be given the right to vote and to sit in Egypt's Parliament.

THE CARS OF ROME ARE BLESSED BEFORE THE ARCH OF CONSTANTINE: Monsignor Luigi Traglia, Vice-Regent of Rome, travelled in procession from the Church of St. Francesca Romana in the Forum to the Colosseum in order to bless the hundred or so vehicles which were gathered beneath the ancient walls near the Arch of Constantine. This Roman tradition of blessing vehicles is comparable to the blessing of horses on St. Anthony's Day.

MARKING THE TWELFTH ANNIVERSARY OF THE POPE'S CORONATION: The Pope at the impressive ceremony in the Sistine Chapel at which he was attended by his court and twelve Cardinals. His Holiness, wearing the triple tiara and seated in the gestatorial chair, was borne into the Chapel, where the Diplomatic Corps accredited to the Holy See, and ecclesiastical and lay notabilities had assembled. Mass was celebrated by Cardinal Aloisi Masella, who is the Pro-Prefect of the Congregation of the Sacraments.

MAKING DIRECT CONTACT BETWEEN THE CITY OF AMSTERDAM AND THE RIVER RHINE : Work in progress on the sluice-gates at Tiel, which will be the largest of their kind in Europe. This project constitutes a further development in Holland's engineering masterpiece, the Rhine Canal, designed so that goods from overseas destined for Rhine ports can pass from the North Sea to Amsterdam and thence without transhipment through the Rhine Canal direct to the great river and the cities of Western Germany. Amsterdam once used the Zuyder Zee for her shipping, but with the development of the North Sea Canal (which was built in the last century and has now been widened) and the Rhine Canal, she has been transformed into an international port. The locks at Tiel are divided up in order to cope with varying intensities of traffic. The picture *on the right* shows one of the smaller lock sections.

THE DUCHESS OF WINDSOR LEAVES HOSPITAL : The Duke accompanying the Duchess from the Columbia Presbyterian Medical Centre, where she recently underwent a minor operation. The operation was performed by Dr. Henry Wisdom Cave, President of the American College of Surgeons. Dr. Benjamin Watson, the Scottish gynæcologist, who lives in New York, was in attendance. It was stated last week that the Windsors had rented a house at Biarritz and that they would shortly be leaving for France.

THE NEW PRESIDENT OF URUGUAY TAKES OFFICE : Senor Andres Martinez Trueba seen as he took the oath before a joint session of Congress at Montevideo. The new President, a former head of the Central Bank, reiterated Uruguay's solidarity with the Democratic world. Representatives of more than forty countries attended the ceremony. They heard the President describe how insecurity throughout the world had made Uruguay a haven for refugee capital, which he asserted would be protected by his country's Liberal laws. He added, however, that it would be his policy to see that the incorporation of that capital into the national economy would not cause domestic maladjustments, and that the wealth it created would in turn be generally beneficial.

AT THE END OF A MISSION—THE ROMAN CATHOLIC PRIMATE OF THE EAST RETURNS TO THE PORTUGUESE COLONY IN INDIA : Patriarch Dom Jose de Costa Hunes (centre) seen on arrival at Goa, following his return from Portugal after accompanying back to that country the Shrine of Our Lady of Fatima. With the Primate are Major Francisco Rafael Alves and Major Alexandre Majer, Portuguese Military Commander in the colony. The Primate's return to Goa marked the end of the tour of all the Portuguese colonies by the figure of the Virgin Mary. The figure arrived at Goa in 1949 mounted on a ceremonial launch representing a swan. Vast congregations attended the open-air Masses to mark its arrival, and wherever it went the Figure was greeted with extraordinary fervour by the deeply-religious Goanese. The legend of the Figure began in 1917, when the Virgin Mary is said to have appeared to peasant children in the town of Fatima.

INDIANS, AFRICANS AND HALF-CASTES GATHER ON CAPE TOWN'S GRAND PARADE TO DEMONSTRATE AGAINST THE REPRESENTATION OF NON-EUROPEANS BILL : The Bill, which came before the South African Parliament in the second week in March, has aroused the deepest resentment among the coloured folk, as it proposes to place them on a separate voters' roll. It has been argued in and out of Parliament that this plan contravenes the South Africa Act, but the Nationalists are of the opinion that under the Statute of Westminster South Africa has sovereign powers, enabling her to decide the procedure necessary for paving the way for a separate voters' roll. The Cape Town demonstration against the Bill passed off without incident, the demonstrators having their own stewards.

IN THE HEART OF ONE OF BRITAIN'S GREATEST MINING AREAS : This view looks along the roof-tops of Durham to the famed cathedral which towers above the smoke and grime of this northern coalfield. Some five miles to the south-west of Durham is the Brancepeth Colliery where, by working on Saturdays, the miners are playing their part in increasing national coal production at a moment when every ton cut and every ton saved is vital to our economy. On these pages the miners of Brancepeth are seen at work on a night shift. The pictures show with some clarity the perils and problems besetting the miner in his daily task.

THIS IS JOURNEY'S END FOR THE MINERS WHO HAVE WALKED 4,200 YARDS FROM THE SURFACE BY WAY OF THE MAIN SLOPE : Before they go to the coal-face the men rest while John Golightly, the headman of the "set," discusses the tasks they shall undertake.

WITH the NIGHT SHIFT at BRANCEPETH COLLIERY

County Durham Miners Who are Playing Their Part in Increasing Production at a Vital Moment in Our Economic History

THE CRAMPED CONDITIONS AT THE COAL-FACE : Bending nearly double, this miner is using a specially-rounded shovel for scooping up the coal on to the conveyer belt which is in the foreground. Part of the rich black seam is seen in the background, and above it a strata of rock.

WORKING AND SWEATING IN THE DUST-LADEN ATMOSPHERE OF THE BRANCEPETH MINE : The tubs are pulled away from the conveyer belt as soon as they are filled. A chalk mark indicates their origin. They are then coupled to the ropeway and hauled up the slope to the surface for screening.

JOHN WEIR DOES THE TIMBERING : While his mates are digging away the coal, loading the conveyer belts and handling the tubs, this man works on the task of shoring-up the roof. In the low galleries he uses timber firmly wedged and set up in accordance not only with well-defined rules, but years of practical experience. No two mining problems are alike, and the underground worker must be adept at improvisation.

When the Prime Minister called for 3,000,000 additional tons of coal by the end of April the miners of Britain made a characteristic response, and within a few weeks production figures were beginning to soar. In the last week in February output was 4,582,900 tons, the highest in any week this year and nearly 250,000 tons more than in the corresponding week of 1950. All this was achieved by the miners accepting the extra half-hour a day and also Saturday working, and on several Saturdays in recent weeks there have been over 800 pits doing their bit for the national economy.

Typical of the miners who are playing their part in overcoming this fuel crisis are the men of Brancepeth, near Durham. Brancepeth is probably no more remarkable than a hundred other collieries with good records, and because it is so typical of the general effort now being made in the pits, it makes an ideal subject for study, hence the pictures on these pages taken during and after a night shift at this Durham mine.

The photographer followed a "set," or team of men, from the time they reported for duty at 1 a.m. until after coming off again at 7.45 a.m. on the Saturday. He even accompanied some of them to the local football match in the afternoon.

After collecting their tallies and their lamps at the Brancepeth pit-head, the miners have to walk the 4,200 yards from the surface to the coal-face, which takes very nearly one hour, a nightmare of

1.30 A.M. **ON THE NIGHT SHIFT :** A miner crouching in the main gallery takes a sandwich and a cup of tea from his Thermos. By the light of his lamp he reads the local football news, as his wife has rather obligingly wrapped the sandwiches in the sports page of the local paper.

GRIMY BUT SMILING MEN OF THE NIGHT SHIFT MAKE THEIR WAY FROM THE PIT TO THE PIT-HEAD BATHS : There was a time, and not so long ago, when the men returned home for their ablutions, taking their tub by the kitchen fire, but nowadays every Durham pit has its own baths and many other amenities besides.

HOME FOR BREAKFAST : A miner waves good-bye to his pals at the entrance to his cottage. After a good breakfast and a sleep, most of them will meet again in the afternoon.

ON A COLD AND FROSTY SATURDAY MORNING : Men of the Brancepeth night shift walking down the road to the baths. After seven hours underground in the heat, darkness and dust, the first minutes on the surface are inclined to be chilly.

a walk, groping along in the dark, with the distant rumbling which, to the uninitiated, sounds like a landslide, but to those who know, is only the filled tubs being pushed towards the surface. At the coal-face the men work in a very confined space. Bent double, they hew and hack in the hot and heavy atmosphere of the gloomy pit. Sweat pours from them and dust which continuously fouls the air gets into the mouth, throat and nose.

When they finally emerge from the mine into the cold, frosty, fresh dawn at 7.45 the miners go straight to the pit-head baths. Under the hot water, and with plenty of soap, they wash off the grime, change into their ordinary clothes and have a cup of tea before going home. After a brief rest, they meet again dressed in their "Saturday" best, to cheer their team to victory at the football match.

These pictures emphasise very clearly the exacting nature of the miner's task, and it is easy enough to understand why recruitment for the mines remains a very difficult business. Despite the introduction of new machinery and new methods, of amenities at the pit-head and better living conditions generally, the miner has no wish to be below ground any more hours of the week than are vitally necessary. To him this Saturday working is a sacrifice he is making on behalf of his countrymen, and it is little wonder when he hears people talking glibly about the impact of mid-week football matches on coal-production figures and the tendency towards absenteeism in the pits that he is inclined to be resentful. That, despite hard feelings, many of them stemming from a dreary embittered past of half-employment and no pay, he can now rally at a time of national need is just one of the things for which the rest of the community has to be deeply grateful.

NINETY MINUTES OF WATCHING OTHERS AT WORK MAKES A PLEASANT CHANGE IN THE MINER'S MONOTONOUS ROUTINE : In this Saturday afternoon crowd at Willington are many of the miners of Brancepeth. They are watching a match between Willington F.C. and Walton and Hershaw F.C. Not a few of them were probably on the night shift at the colliery.

AND NOW THE RADIO-CONTROLLED LIFEBOAT

A RADIO-CONTROLLED LIFEBOAT BEING DROPPED FROM THE BOMB-BAY OF AN S.B. 29 : The lifeboat, known as an A 3, seen at the start of its descent, with the pilot parachute beginning to open the main parachute. A member of the crew of the S.B. 29 later uses radio control to guide the lifeboat to the survivors for whom it is destined.

AN A 3 ALL-METAL LIFEBOAT STARTS ITS JOURNEY SEAWARD : The American Air-Sea Rescue Service is shortly to receive sixteen S.B. 29 aircraft equipped with the new radio-controlled lifeboats. They will replace a like number of S.B. 17's equipped with A 1 boats (not radio-controlled).

THE AIRBORNE LIFEBOAT WITH ITS MAIN PARACHUTE FULLY EXTENDED : Note the stabilising fins which hold the boat steady in the descent. On touching the water the fins are released by remote control from the S.B. 29, which cruises overhead directing operations by radio.

SHOWING HER PACES IN THE UNITED STATES AFTER WHISTLING ACROSS THE ATLANTIC IN 4 HOURS 40 MINS. : The English Electric Canberra B 2, Britain's first jet bomber, watched by a large crowd at the Glenn L. Martin aerodrome at Baltimore, Maryland, during the execution of a series of fast climbs, slow rolls, chandelles and other manœuvres. Several hundred workers from the Martin plant watched the performance and applauded. On the day of this display it was announced that the U.S. Air Force's Air Material Command had issued an order to Martin's to build an undisclosed number of night-intruder versions of the Canberra. The Canberra goes into squadron service with the Royal Air Force this year, and is to be manufactured by no fewer than four companies in Britain. It will also be made out in Australia.

AMERICA SEES THE CANBERRA IN ACTION

Britain's Twin-jet Light Bomber is Demonstrated at Baltimore at the Same Time as the U.S. Government Gives News of its Adoption by the U.S. Air Force

How the A 3 Goes into Action. The U.S. Air Force's big A 3 lifeboat, dropped by parachute in air-sea rescue operations, boasts radio control that will bring it up to survivors, allow them to board and then set the boat on course. It is all done by an operator in the plane which dropped the boat. By simply manœuvring a stick on a small control box he can take over when the A 3 hits the water and keep control until survivors are on their way to safety. The A 3 itself is of all-metal construction, measures 30 ft. long and is designed to carry fifteen men. It is powered by a 4-cylinder water-cooled engine, housed in a watertight compartment. Carried "bombed-up" under the S.B. 29 (research and rescue version of the B 29 bomber), the A 3 is dropped to survivors by a massive 100-ft. parachute. When the boat hits the water, the chute is jettisoned by an explosive charge. A sea anchor goes out with the chute and holds the boat in position. Before development of the radio-controlled system, the A 1 (as the first version was known) was dropped in the vicinity of the survivors, allowing for drift. The sea anchor held it in place, and the survivors drifted down to the boat. With the new system the boat comes to them.

After the chute is jettisoned, the operator in the carrier plane takes over on a five-frequency transmitter which is matched up by a five-frequency receiver in the boat. He sends his first signal from the control box. This, in order, releases the stabilising fins which held the boat steady in descent, frees the rudder-board, opens the engine's air vents and cranks the motor intermittently. When the motor catches and is running at a fast idle, the sea anchor is released. At the operator's next signal, the engine speeds up, the reduction gear goes into forward, and the boat moves ahead. The operator can control its direction right and left and a flux-gate gyro compass connected to the servo-electric system on the boat will keep it on whatever course he sets.

The operator stops the boat when it comes up to the survivors' raft and idles the motor while they board. The boat is equipped with a "walkie-talkie" radio set for communication between the rescued men and the operator in the plane, who will then set the A 3 on its correct course. The gyro compass will keep it on that course with only slight variations that can be checked by a magnetic compass and corrected.

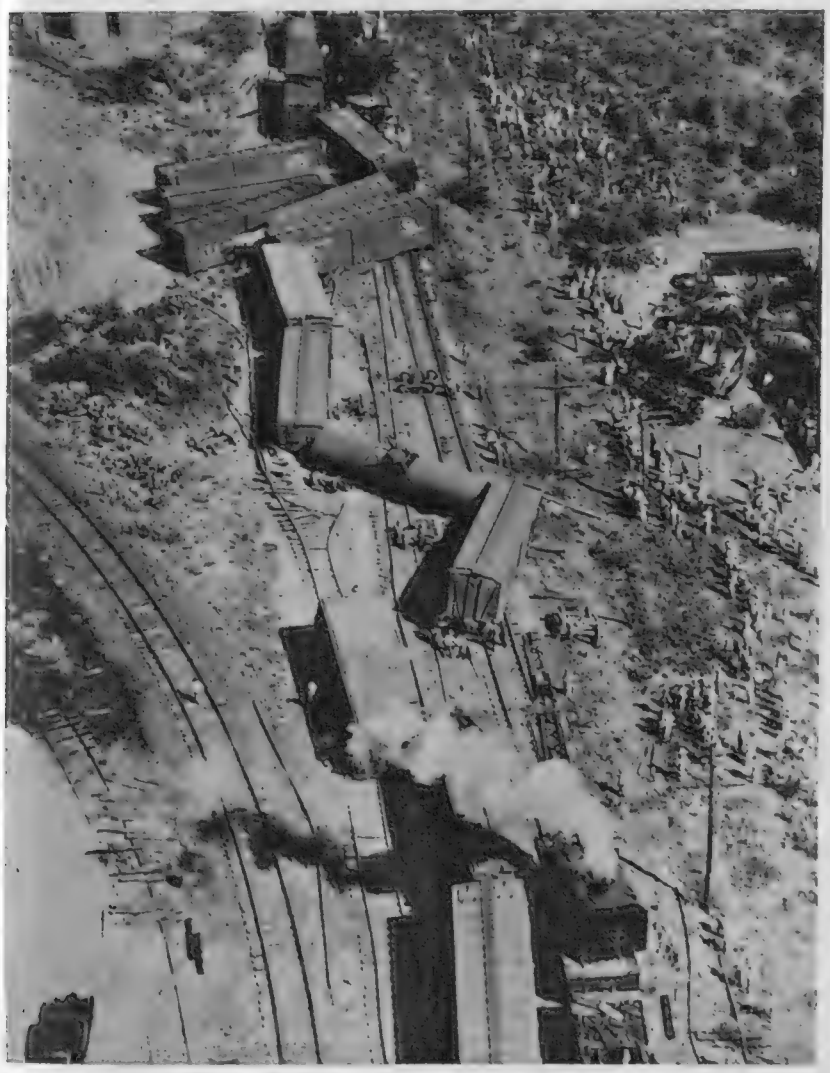
THE NEWLY-COMPLETED UNITED NATIONS' SECRETARIAT BUILDING IN MANHATTAN: The box-like, thirty-nine-storey skyscraper has become a familiar feature of the famous skyline. This view taken across the East River shows also the General Headquarters (the low building in the foreground) and the Chrysler building, New York's second-largest skyscraper, which is nearly a mile from the U.N. building. The site for the United Nations Secretariat building was presented by Mr. John D. Rockefeller, Jnr., and will eventually include an Assembly Building for the world delegates. A third building on the same scale was planned, but few potential tenants applied and the scheme has been temporarily shelved.

THE PORT OF NEW YORK AUTHORITY PLANS A THIRD TUBE OF THE LINCOLN TUNNEL AT A COST OF MORE THAN 85,000,000 DOLLARS: An artist's impression of how the New Jersey toll plaza of the Tunnel may look after the proposed addition.

A TRAFFIC PLAN EMBRACING THE PROPOSED NEW TUNNEL: Another artist's impression of how the New Jersey highway may connect with the Lincoln Tunnel plaza. It includes the new third tube and a new passage to Park Avenue. The Port of New York Authority has now released its plans for the construction of a third tube of the Lincoln Tunnel. The new tube would be situated south of the existing twin tubes; would provide additional capacity for 8,500,000 vehicles, and would increase the annual capacity of the tunnel by 50 per cent. and double the peak-hour capacity. With six lanes available, four could be used when needed in the peak direction and two in the opposite direction. The master plan is scheduled for completion in 1957. 15,500,000 vehicles used the Lincoln Tunnel in 1950, an increase of 20 per cent. on the 1949 total, and it is obvious that a further lane for trans-Hudson traffic will soon become a necessity.

CONSTRUCTION AND DESTRUCTION IN AMERICA

The New U.N. Building; a New Scheme for Trans-Hudson Traffic; and Two Remarkable Accidents



A UNIQUE ACCIDENT IN FLORIDA: Wrecking crews at work on the railroad track near West Palm Beach after a car had collided with a train on the Florida East Coast Railroad, derailing eighteen trucks. The driver of the car jumped clear as his vehicle hit the freight train and escaped injury. 1,400 ft. of track and 1,000 ties were ruined as a result of the accident, and the damage was estimated at 50,000 dollars.

A FATAL ACCIDENT IN TEXAS: Two soldiers from Fort Hood were killed when their car collided with a bus at a street intersection and U.S.A. Highway 81 at Belton. Another passenger was hurt and the bus driver sustained head injuries.

The War in Korea

WINTER ON THE HAN RIVER

United Nations Forces in the Western Zone

BRIDGING THE HAN RIVER—ENGINEERS OF THE UNITED NATIONS FORCES CONSTRUCTING A PONTOON FOOT-BRIDGE IN THE WESTERN ZONE OF SOUTH KOREA: The men are seen as they make final adjustments to the bridge across the Han River, 15 miles east of Seoul, following an attack made by United Nations forces during a recent offensive. Although they met with strong opposition, which at times developed into counter-attacks, the Army land forces pushed on and deepened their penetration as far as the slopes of Mt. Yongmun, close to Yangpyong. During the crossing and before the construction of temporary bridges, the river became swollen with flood-water and the United Nations forces experienced great trouble in getting their vehicles across the shallow fords. The other pictures on this page also relate to the Han River and to the several places where it has been crossed. They show how the United Nations forces have had to battle against the ravages of the weather as the snow and ice of winter have given way to wholesale flooding.

JUST BEFORE UNITS OF THE UNITED NATIONS FORCES LAUNCHED AN ATTACK ACROSS THE HAN RIVER: A pontoon bridge built by the 14th Engineers of the 1st Cavalry Division across the river on the western front nears completion. Two days later it was in service as United Nations land forces launched an offensive across the swollen river.

WHEN THE HAN WAS PARTLY FROZEN: A belated picture showing United States soldiers guiding their Korean-type fishing-boat through the thick ice-floes while laying a line across the river.

AS THE UNITED NATIONS FORCES STRENGTHENED THEIR HOLD ON THE SOUTH BANK OF THE RIVER: At this time one force had swept on to within three miles of Seoul. The burning town is Chamsil-li.

ONE OF THE MOST RECENT CROSSINGS OF THE RIVER: *On left*—The troops in the foreground are keeping watch while others make the crossing in small assault boats. It was during this crossing that the experiment to bring air and Army ground forces into closer liaison was made. While the crossing and the ensuing assault were in progress Air Force and Army officers watched the proceedings from a nearby command post and discussed the problems of mutual aid. *On right*—Communist prisoners of war are escorted up the bank on the south side of the river after their capture on the other side. They had crossed over in the small assault craft which had been used by the United Nations forces in their offensive.

The War in Korea

BOMBING A NORTH KOREAN ARSENAL AT WONSAN

An Attack Aimed at Keeping Supplies Away from the Battlefield, and thus Slowing the Chinese Advance

A FINE PIECE OF PRECISION BOMBING BY A B 26 OF THE 452ND LIGHT BOMB WING OF THE UNITED STATES AIR FORCE: *Above* and *below*—These two pictures were taken at intervals of a few seconds after the bomber had come in low over the east coast port of North Korea and dropped its bombs on what was believed to have been an arsenal, or at any rate, a large store containing high-explosives destined for the front line. Lieut.-General George E. Stratemeyer, Commander of the Far East Air Forces, has emphasised in his report on the winter campaign in Korea that heavy bombing behind the lines does not any longer play a major part in the campaign, except from the point of view that supplies to the front can be slowed down by destruction of the railways and of Army supply depots and arsenals. North Korea has no more important industrial centres, hydro-electric plants, or arms factories, he asserts. Basically, says General Stratemeyer, the main roles of the Air Force in Korea are now close infantry support, interdiction and supply.

A CRUISE DOWN THE HOZU RIVER IN THE MIDST OF CHERRY-BLOSSOM TIME: Holidaymakers journeying along the river in a punt during a holiday outing. This is the more refined and leisurely aspect of the annual cherry-blossom celebrations in Japan, which are usually marked by heavy drinking of the national beverage, rice wine.

STROLLING MINSTRELS SERENADE THE REVELLERS WITH THE SAMISEN: Beneath the fully-blossoming cherry trees they are playing the three-stringed Japanese guitar, accompanying the distinctly spicy lyrics which are much to the general taste after a few bottles of the potent rice wine, which is essentially a part of the holiday occasion.

CHERRY-BLOSSOM TIME IN NIPPON

Japan Makes Merry in the Traditional Way, but In Not Quite the Way Imagined by People in the West

Naïve strangers in Japan—and that includes fully 99 per cent. of the tourists and visitors to this island of flowery contradictions, have accepted without question a bit of Japanese cultural misinformation regarding the picturesque spring festival known as "cherry-blossom viewing." Erroneously, this annual celebration has been taken as an evidence of the genteel amusement and simple pleasures of a quaint Oriental people—a conclusion quite unwarranted by facts.

For "cherry-blossom viewing," if five years of observation means anything, is a combination of Fourth of July, country fair, pagan revels and a day at Coney Island. Especially is this true if the weather is favourable, which means a hot, windless series of days and nights, without heavy rains which spoil the blossoms as well as dampen the spirits of the participants, although it would take more than a little rain to dilute the spirits, alcoholic, imbibed in the form of *sake* (rice wine), which is the main ingredient of every successful "cherry-blossom viewing" party.

In point of fact, there are probably more drunken men, stretched out full-length under age-old cherry trees, at peace with the milling world around them, than on a Bank Holiday in England, or an American Legion convention or old-grad. homecoming on a typical college football week-end in any American college town.

To be sure, many well-bred Japanese families celebrate the beginning of spring, marked by the colourful masses of trees in bloom throughout the countryside, with a simple, dignified enjoyment that is not marred by the necessity of stepping around recumbent forms, or dodging red-faced revellers. Undoubtedly, these cultivated and cultured individuals are in the vast majority, but there is something about the occasion, perhaps the rebirth of spring after a long winter, that does something to the much-vaunted Oriental self-control, for even the otherwise most dignified gentleman lets the call of spring get under his guard, and after a few glasses of *sake*, is as extroverted as the most garrulous travelling salesman. In fact, educated Japanese have told me that this occasion is often used as a safety valve by many companies, who take advantage of the opportunity for a company picnic under the cherry blossoms. After a few drinks, many old grievances are aired, and the janitor of the factory gets up enough nerve to tell the president of the board just what an incompetent ass he is, something that would never happen under other circumstances. I'm further informed that such conduct is forgotten with the occasion, and afterwards peace and quiet dwell in both the breast of the janitor, and the president. Not understanding that much Japanese, I wouldn't know, so this will have to be taken on faith.

Certainly there were enough fist-fights and angry tussles seen this year to indicate some let-down in the usual reserve, but I doubt that many lower-class workers forget enough to endanger their jobs even after "cherry-blossom viewing." However, the crowds streaming home from the various temples and parks, after a strenuous day, are almost universally laughing and chatting gaily. Even those staggering home with the dubious aid of two equally-inebriated friends seem happy in the knowledge that they have enjoyed the cultural occasion to the limit.

Chief beneficiaries of "cherry-blossom viewing" season are the strolling musicians, entertainers, together with the geisha, *sake* distillers, and hotel-keepers whose charges and income alike reach their height during this limited period. Others who do a booming business are fortune-tellers, vendors of cheap little souvenirs,

OUNG AND OLD, RICH AND POOR, FLOCK TO THE BANKS OF THE HOZU RIVER AT ARAYASHIYAMA, KYOTO: When the cherry blossom is out in its full glory the national holiday takes place. Picnic parties are a great feature of the occasion, with the *sake* bottles passing freely round. The hirers of small boats do a roaring trade, and everyone goes all out to enjoy this great open-air national holiday of Japan.

VISITORS FROM THE COUNTRY FLOCK TO THE GREAT SHRINES OF KYOTO: Some Japanese at holiday-time take their sightseeing seriously enough, but probably while the womenfolk are touring the temples and seeing the sights of the great city, not a few members of the party are taking things easily beneath the Kyoto cherry trees.

of the inevitable girls of the "gay quarters." All in all, it is a colourful sight, however commercialised the occasion may be in certain localities. Tables, hastily constructed under the cherry-and-white blossoms, soon are littered with old orange-peel, and empty green *sake* bottles, and slightly embarrassed "mama-sans" in gaily-printed kimonos, fanning the flushed faces of their happily-unconscious partners, render the scene a complete symphony in colour.

Usually nobody seems to mind either the litter, or the stiff, awkward forms of the too-enthusiastic celebrants who have passed into oblivion, or those who, with the aid of solicitous companions, stagger towards the nearest tramcar headed homeward. Usually, however, everybody is engrossed in contemplating the obvious beauties of the blossoms, in a spirit of relaxed appreciation, eating rice and pickled radish from dainty lacquer lunch-boxes, until the heat of the day is dispelled by the first nipping breezes of the evening, when most of the revellers quietly awaken, ready to rejoin their families homeward, happy to have participated in an ancient cultural rite, having enjoyed their holiday to the fullest extent, ready to return to work on the morrow (or the next day, depending on the hangover), content to await the coming of the next cherry season.

HORACE BRISTOL.

PEOPLE MAKE MERRY ON THE JAPANESE VERSION OF BANK HOLIDAY: *Left*—A group of holidaymakers gathered round a table in one of the parks of Kyoto. They have little time to spare for the beggars seeking alms. These beggars wear traditional basket hats under which they play the flute, a trifle mournfully. *Right*—Children on the merry-go-round, to them an attractive alternative to gazing on the beauties of cherry blossom.

MONTGOMERY RETURNS TO THE NORTH AFRICAN BATTLEFIELDS

The Field Marshal Arrives by Air at Tripoli and Makes a Tour of the Tripoli Area Where the 8th Army Won One of its Greatest Triumphs

FIELD MARSHAL LORD MONTGOMERY ARRIVES BY AIR AT TRIPOLI : Wearing his famous beret with the double badge, the Field Marshal is seen emerging from the plane which brought him from Egypt to Castel Benito Airport, Tripoli. He was greeted at the airport by Major-General F. R. G. Matthews, commanding the First Infantry Division in Tripoli, who was his host.

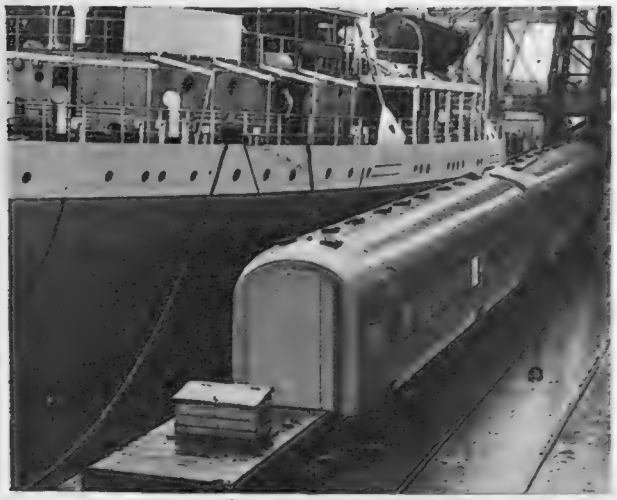
INSPECTING A GUARD OF HONOUR AT CASTEL BENITO AIRPORT, TRIPOLI : Field Marshal Lord Montgomery with the men of 651 Air Squadron during his inspection after arrival. The Field Marshal had flown from Egypt, where on the previous day he had unveiled the Eighth Army memorial window in Cairo Cathedral.

It was probably not realised at the time what a hideous combination of military and physical difficulties faced the "Desert Rats" when on Sunday, December 13, 1942, they were given the order by General Montgomery to attack Rommel's positions just east of El Agheila. That attack, between the Agheila Marshes and the tank-proof soft sand-dunes by the sea, was a triumphant success and the prelude to another great march by the Eighth Army, taking them through the malignity of the open desert in high winter to the very gates of Tripoli and beyond. It was, in fact, one of the great marches of history. Field Marshal Montgomery must have relived many of those stirring days when he returned to Tripoli in the first week in March 1951, visiting the old battlegrounds near the city and the headquarters from which he directed the pursuit of Rommel, as the desert fox, master of retreat and master of attack, pushed on towards the Gulf of Gabes and Sfax. Montgomery saw the spot where he and Churchill slept in caravans side by side, where Churchill had spoken to assembled troops, and where a great service of thanksgiving for victory had been held by the Chaplain to the Forces.

A VISIT TO THE SITE OF HIS OLD BATTLE HEADQUARTERS OUTSIDE THE CITY OF TRIPOLI : *Left*—Field Marshal Lord Montgomery standing in his jeep at the point about ten miles from Tripoli where he set up his headquarters in 1943, after Tripoli's fall and before pushing on with the final phase of his victorious North African campaign. *Right*—Seated in the jeep with Major-General Matthews behind him. The visit to the site must have evoked many memories, for it was there that Winston Churchill came to congratulate Montgomery and the Eighth Army on their achievement in sweeping across Cyrenaica and Libya into the heart of the Italian North African Empire.

THE FIELD MARSHAL MEETS UP WITH SOME OLD FRIENDS : *Left*—At Castel Benito with his host, Major-General Francis Matthews, who now commands the First Infantry Division at Tripoli and who, during the war, was a Brigade Commander under Montgomery both in the Italian and Normandy campaigns. *Right*—Montgomery with Lieut.-Colonel E. D. Good, Commander, Royal Signals, First Infantry Division, a former member of the Field Marshal's staff.

ONE OF THE 120-TON CARGO DERRICKS OF THE "BENALBANACH": With this specially-strengthened equipment railway cars can be swung aboard with speed and efficiency, and there is no necessity to use the dockside cranes. This sort of equipment, while not necessary perhaps at British ports, can be extremely useful in a ship using some of the smaller harbours overseas, where dockside facilities are not upon the same scale.



LOADING FOR MALAYA: British-built railway cars at the Royal Victoria Docks, London, where they were put aboard the S.S. *Benalbanach* by the ship's own strengthened derricks.

A PONTOON IS LOWERED ABOARD THE "BENALBANACH": One of the ship's less powerful derricks is adequate for this task as the pontoon is in part made of plywood. It is not its weight but its bulk which presents a problem for those engaged in stowage aboard the freighter.

TRAINS, CARS AND PONTOONS FOR EXPORT

Handling Heavy Equipment at the Port of London: How the Nuffield Organization Brings Its Cars to the Docks

WAITING FOR THE "GO" SIGNAL: A line of Ford Consuls at the London Docks ready for shipment to Canada. Shortage of shipping-space has been delaying the export of British cars, and as a result a number of these Consuls have been diverted to the home market, much to the pleasure of people who have been long on the waiting-list.

On left—THESE TRANSPORTERS WHICH PASS THROUGH LONDON EVERY DAY EACH CARRY FOUR NEW NUFFIELD CARS ON THEIR WAY TO THE DOCKS FOR EXPORT: Nuffield exports earned over £35,000,000 last year, of which about one-third was in hard currency. Shipments totalled over 105,000 vehicles. The cars shipped by transporter from Cowley to the docks arrive there in perfect condition, with nothing "on the clock."

BRITISH FARMERS WAGE WAR ON THE RABBIT: A team of gamekeepers and their bag after a day's shooting in the woods near Terling, Essex. Rabbits are proving an increasing menace in the South of England, and farmers and county agricultural committees throughout the land are giving the fullest consideration to methods of extermination. Where possible it is recognised that the method of extermination should not render the rabbits inedible, as in these meatless days there is a constant demand for good-quality rabbits among certain sections of the community. One method of dealing with rabbits is by the use of Cyanogas, which, if properly applied, will soon kill off a whole warren. Protective fencing is also effective against rabbits, but it can be very expensive.

WITH FERRET AND NET A GAMEKEEPER WORKS AMID THE RABBIT-INFESTED ESSEX WOODS: This is a quietly effective method of waging war on the rabbit pest, but to many farmers and estate owners it is too slow to make any real difference. Members of Young Farmers' Clubs are encouraged to keep ferrets, and in some English counties their contribution to the task of exterminating rabbits is on a mounting scale.

STOCKING THE BRITISH LARDER

Hunting Rabbits and Deer at a Time When the Meat Ration is at its Lowest Ebb

A FULL-GROWN RABBIT CAUGHT IN A GIN TRAP WHEN EMERGING FROM ITS BURROW: Here a foot has been broken by the teeth of the trap, and the rabbit has been forced to endure hours of agony. For obvious reasons, this method of extermination has been, and continues to be, regarded with the deepest disapproval. Fortunately, new and more humane methods of trapping are now available.

SETTING OUT IN SEARCH OF THE ROE DEER WHICH HAVE BEEN CREATING HAVOC AMID THE ABERDEENSHIRE FARMLANDS: A party of hunters walking along a woodland ride in the Forestry Commission Preserve at Lenabo, near Longside. With the meat ration standing at 8d., the quest has a double importance, for the young roe deer can make a most delectable dish (especially when served with red-currant jelly).

THE TRAP THAT KILLS INSTANTLY: This new trap, invented by a Mr. Millar, gamekeeper on the estate of the Duke of Roxburghe in East Lothian, has recently been tested out by the Department of Agriculture for Scotland and the Scottish Society for the Prevention of Cruelty to Animals. The trap's design was born some years ago in the brain of Mr. Millar, when he was a prisoner in the jungles of Siam. He came home and made his first trap out of an old pram. During the recent trials, every rabbit caught in the gin trap was found alive, and during the same period not one rabbit which sprang the Millar trap lived more than two or three seconds. The deadly efficiency of the new trap is achieved by a steel arm attached to a small but strong spring. A length of brass wire runs from the arm, under a 2-in. flat plate, and forms a noose. To set the trap, the arm is pressed forward and secured in much the same way as a mouse-trap. It is buried in the same way as a gin at a rabbit-hole, the noose framing the entrance. When an animal steps on the plate the arm is released and springs back, pulling the noose tight. This breaks the neck.

A HIGHLAND MENACE: A young roe deer amid the undergrowth on the Forestry Commission Preserve at Lenabo, near Longside, Aberdeenshire.

THE HUNTERS AWAIT THE RESULTS OF THE BEATERS' WORK: The guns in a woodland ride at Lenabo. At any moment now the roe deer will break from cover.

In February a series of pictures appeared in THE SPHERE showing deerstalkers at work amid the Perthshire hills, where many deer have been accounted for during the winter and have added something to the variety of Scottish larders, no less barren than those south of the Border in these days of the eightpenny ration and the meagre addition of bully beef. In Aberdeenshire the quest for venison has been no less brisk, notably on the Forestry Commission Preserve at Lenabo, where the roe deer, which have been causing havoc on the farmlands, are over-abundant. Altogether, it is said, there are 150,000 head of deer wandering in the Highlands, and on many of the adult deer there is at least 140 lb. of first-class meat. In some parts of the country voices have frequently been raised on this matter of recent months, and some sort of general assault on the deer preserves has been adumbrated by some whose meatlessness has been rather too much for their fairmindedness.

AMID THE PEAKS OF PERTHSHIRE AND FORFARSHIRE

Mountaineering, Ski-ing and Mountain-Rescue Exercises During the Days Before Easter

Just before Easter conditions on the Scottish hills were reported to be just right for ski-ing. After the great blizzards of February, the build-up of snow in the high corries of Perthshire has been tremendous, and although some areas have had further falls, many ski-ing parties have been out reaping the full benefit of the ideal conditions. At a point only 56 miles north of Glasgow skiers have been out on the slopes of Ben Dubh Chraig enjoying exhilarating runs in warm, late-winter sunshine. Meanwhile, the mountaineering parties have not been idle. In the picture on the left two young and enthusiastic climbers are shown enjoying a rest amid some of Scotland's finest mountain scenery.

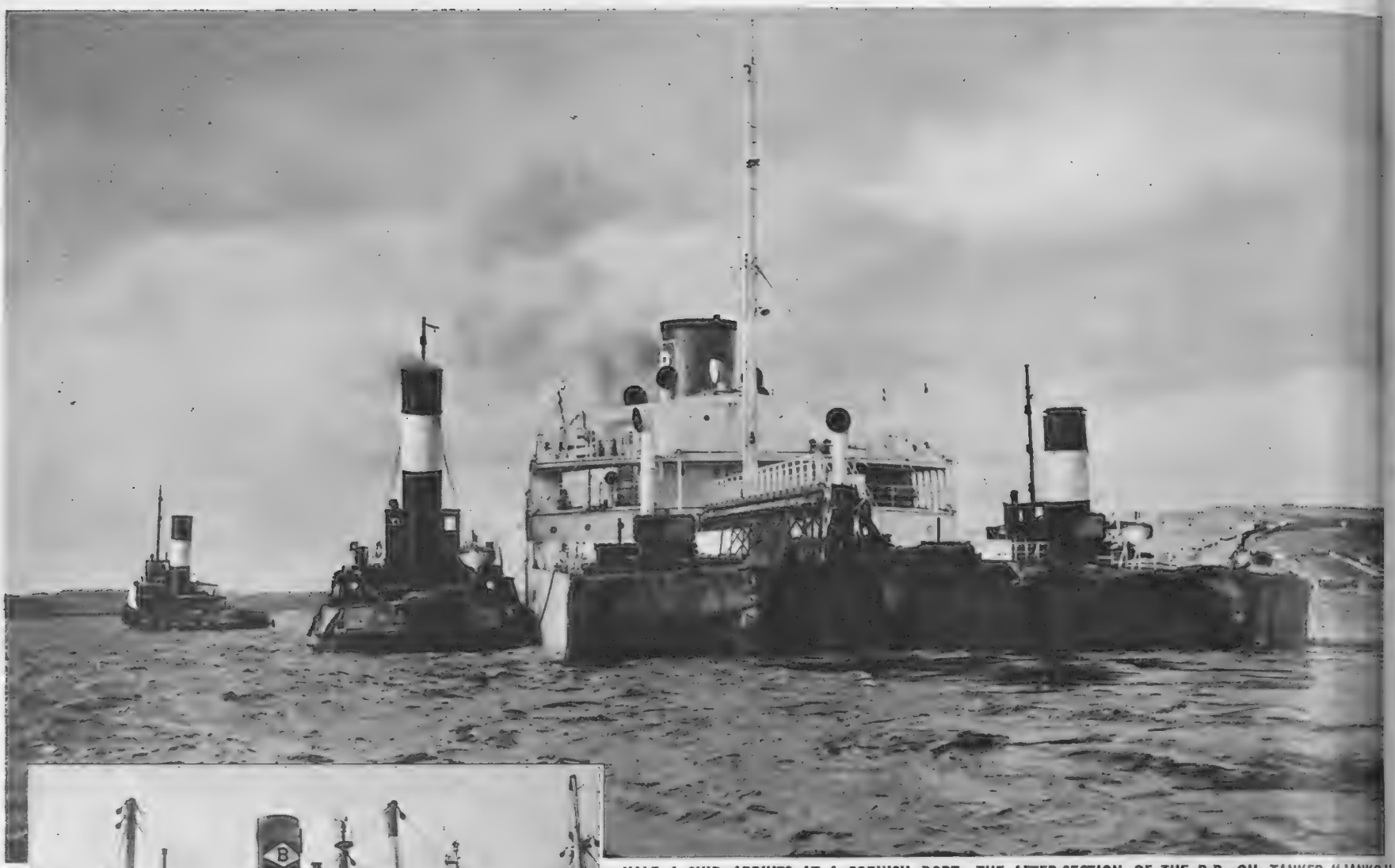
TIME OFF FOR AN ORANGE ON THE SLOPES OF BEN DUBH CHRAIG, ABOVE GLEN FALLOCH, PERTHSHIRE: Two young climbers pause for refreshment amid the snow-covered mountain-tops of Perthshire. The mountains seen in the background, from left to right, are Ben More (3,843 ft.), the highest peak in Perthshire; Stobinian; Stob Garbh; and Cruach Ardrain.

A MOUNTAIN-RESCUE EXERCISE IN FORFARSHIRE: In an Arctic-like blizzard, men of the Mountain-Rescue team carry a "casualty" across the River Isla during an exercise organised from Edzell Airfield.

CONTEMPLATING THE PROSPECTS OF HIS RUN DOWN—A YOUNG SKIER SURVEYS THE SCENE FROM 3,200 FT. UP ON BEN DUBH CHRAIG, PERTHSHIRE: This picture was taken above Tyndrum, 56 miles north of Glasgow, in delightful conditions, and warm sunshine, as winter gave way to spring. Across the glen rises Ben Lui, 3,700 ft., smoothed out by the tremendous accumulation of winter snow. Much of this will last well into late spring and early summer, developing into real "corn" snow, the best kind of snow for ski-ing.

A "CASUALTY" IS BROUGHT BACK TO THE BASE CAMP IN GLEN ISLA: He has been brought back after being "rescued" during the weekly exercise of the Mountain-Rescue team. Once a week all the members of the team (who are volunteers) stop their everyday work and, after a briefing at Edzel Airfield, go off to their base camp in Glen Isla. There they are again briefed as to the area which is to be "searched." The men wear Arctic suits as protection against the blizzards and carry hard rations. At the base camp a wireless operator keeps in touch with rescue parties and with headquarters from a radio van. The exercises are carried out under the command of Flight Lieut. James Pettigrew.

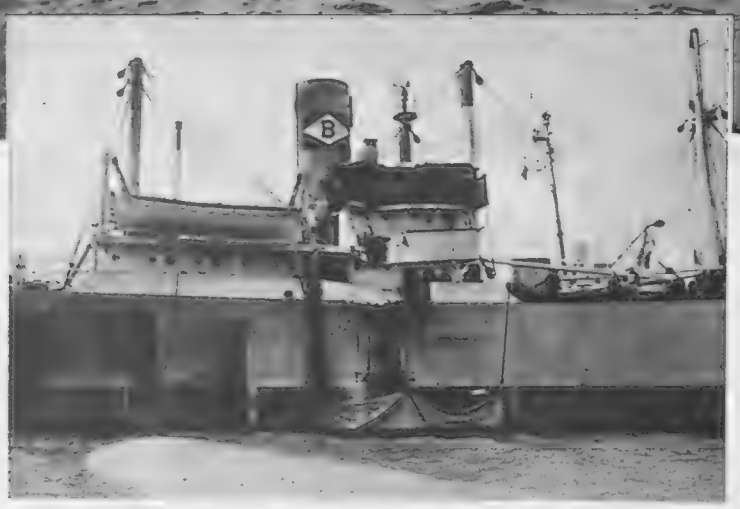
AS WINTER GAVE WAY TO SPRING—BACK DOWN AMONG THE OLD CALEDONIAN PINES OF GLEN CONINISH: In the foreground is the track made by the skiers during their run down from the slopes of Ben Dubh Chraig. To the left rises the sharp peak of Ben Dorain.



HALF A SHIP ARRIVES AT A CORNISH PORT—THE AFTER-SECTION OF THE B.P. OIL TANKER "JANKO" IS TOWED INTO FALMOUTH HARBOUR: The *Janko*, a Panamanian tanker bound for Gothenburg from Abadan, in the Persian Gulf, broke her back during a storm off Cape Finisterre a few weeks ago. The forepart came to rest apparently intact on a sandbank on the Spanish side of the entrance to the River Mino, and the afterpart was later taken in tow by the British salvage tug *Bustler*. It is this half which has now been towed into Falmouth Harbour. At Vigo Bay the stern half was reported to be dry below decks with her engine-room and two holds intact. At the time of the accident both parts of the broken 9,720-ton tanker had men on board, but only one member of the crew, the second officer, lost his life.

HALF A SHIP AND A SHIP AND A HALF

A Survey of the Shipping News, from a Salvaged Tanker to the Newly Completed "Eagle," one of Britain's Two Giant Carriers



THE EFFECT OF AN EARLY-MORNING COLLISION IN DELAWARE BAY: The deep crease in the starboard side of the 2,145-ton Norwegian freighter *Bertha Brovig* after the bow of the 3,650-ton Danish freighter *Uranienborg* had rammed her during early-morning fog. After the collision a canvas sheet was stretched across the damaged part of the ship's side. This sheet also covered part of the gash inflicted below the waterline.

THE S.S. "INDEPENDENCE" ON HER MAIDEN VOYAGE—THE NEW AMERICAN LINER REACHES NAPLES: The 26,000-ton American liner S.S. *Independence* of the American Export Lines, seen at her berth at Naples at the end of her maiden voyage on the United States-Italy express run. The *Independence*, which has accommodation space for 1,000 passengers in three classes, could be converted into a transport taking 5,000 fully-equipped troops. She will shortly be followed in the Mediterranean service by her sister-ship, the *Constitution*, also built at the Quincy yard of the Bethlehem Steel Company.

THE "BOUNTY" SAILS FOR BATTERSEA—THE IRON SAILING-SHIP LEAVES RAMSGATE HARBOUR EN ROUTE FOR LONDON, WHERE SHE IS TO TAKE PART IN THE GREAT EXHIBITION: The *Bounty* is to be berthed in the Thames, off Battersea Park, close to the Pleasure Gardens, during the forthcoming Festival months. Her departure from Ramsgate, which was delayed owing to bad weather conditions, was preceded by a farewell reception held at the Regency Hotel. Built in 1875 as a successor to Captain Bligh's famous craft, the *Bounty* has been lying at Ramsgate for the past four years. During the war she was used as a naval training vessel.

NEW SHIP FOR THE CONTINENTAL TRAIN FERRY SERVICE: The *Norfolk Ferry*, which has been built for British Railways train ferry freight service, is seen leaving the Clydebank yard of John Brown after the launching ceremony performed by Madame Delong, wife of the Director-General of the Belgian National Railways. The new 13-knot motor-ship will ply between Harwich and Zeebrugge. The vessel is to have four lines of railway track for the accommodation of freight wagons, and the upper deck, which extends for almost the whole length of the ship, will serve as a cover for the train deck.

ONE OF TWO TANKERS LAUNCHED ON THE SAME AFTERNOON FROM DIFFERENT CLYDE SHIPYARDS—THE "POLARBRIS," WHICH HAS BEEN BUILT FOR A NORWEGIAN SHIPPING COMPANY: The new motor tanker, of about 19,000 tons deadweight, after her launching from Barclay, Curle's yard. The *Polarbris* has been built for the Norwegian company of Hvalfangerselskapet, and the naming ceremony was performed by Mrs. Aase Reusch, daughter of the company's chairman. The second launching of the same afternoon took place at Lithgows yard. This was the *Dalmore*, which has been built for the United Steam Navigation Company.

H.M.S. "EAGLE" LEAVES GLADSTONE DOCK, LIVERPOOL, BEFORE RUNNING HER TRIALS AT SEA: The *Eagle*, of 36,800 tons, Britain's largest carrier, which was launched by Princess Elizabeth at Belfast in 1946 and towed to Liverpool in 1949 for fitting-out operations, seen as she set out down the Mersey, heading for Liverpool Bay. A sister-ship, the *Ark Royal*, is now in course of construction. The *Eagle*, which, when commissioned, will be at one and the same time a ship, an operational airfield, a fortress and a small town of over 2,000 inhabitants, is to carry sixteen 4·5-in. guns, dual-purpose and radar-controlled, and in her hangars will be more than 100 aircraft. By comparison the United States Navy has three 45,000-ton carriers, the *Coral Sea*, the *Franklin D. Roosevelt* and the *Midway*. These take 140 aircraft each.

FOR SERVICE IN PERUVIAN WATERS—THE LAUNCH OF THE GUN-BOAT "UCAYALI" FROM JOHN THORNYCROFT'S SOUTHAMPTON YARD: This ship, which is one of two gunboats under construction for the Peruvian Government for service on the River Amazon and tributaries, was launched by Señora Teresa de Rivera Schreiber, as proxy for the wife of the President of Peru. Each vessel is of about 350 tons displacement with an estimated speed of 12 knots. On completion the *Ucayali* and her sister-ship *Marañon* will make the long passage to their destination under their own power, via Belem do Para, Brazil, to Iquitos, Peru, a distance of 2,200 miles up the Amazon River. Each vessel has sleeping accommodation for a crew of thirty. A 600-ton floating dock for the same country is also under construction at the Southampton yards of John Thornycroft.

On left—

A POTENTIAL DOLLAR-EARNER IS READY FOR THE SEA: Britain's new luxury liner, the *Ocean Monarch*, seen at the Walker Naval Yard at Newcastle, where her fitting-out was being completed just before Easter. The ship's home port will be New York, and after her trials, which were due to start yesterday, March 23, she will begin her career with an eight-day cruise from New York to Bermuda and Nassau. The new liner is owned by Furness Withy and Company.

HOME NEWS FROM LONDON AND THE SOUTHERN COUNTIES

A Royal Fashion Show; the Churchills at the Pictures; Yugoslav and Italian Visitors to London; Sedbergh's School War Memorial

THE QUEEN AND PRINCESS MARGARET VISIT WARWICK HOUSE, ST. JAMES'S, FOR A PRIVATE VIEW OF SPRING FASHIONS FROM THE COMBINED EXPORT COLLECTIONS OF LONDON'S BIG TEN DESIGNERS: The Royal visitors are seen seated beside Viscountess Rothermere, president of the Incorporated Society of London Fashion Designers. The parade of sixty day and evening ensembles was given at the Queen's express wish. Forty mannequins showed the dresses, and after the parade Her Majesty visited the dressing-rooms to thank the mannequins.

A CHURCHILLIAN OCCASION, BUT NO WINSTON: Mrs. Winston Churchill and her daughters, Diana (left) and Mary (right), arriving at the Empire Cinema, Leicester Square, to see the première of *Wedding Bells*, in which Sarah Churchill stars with Fred Astaire. Mr. Churchill was unable to be present.

MEMBERS OF THE YUGOSLAV PARLIAMENTARY DELEGATION PAY A VISIT TO ST. PAUL'S CATHEDRAL: The Dean of St. Paul's escorting the party through the Nave. The delegation, which has been visiting Britain at the invitation of the Houses of Parliament, made a round of visits in London, including one to Highgate Cemetery to lay a wreath on the grave of Karl Marx; and also one to Madame Tussaud's to see Marshal Tito's effigy.

SOVIET WOMEN DELEGATES IN LONDON: Mrs. K. Vassinkova, a Moscow professor, Mrs. N. Parfenova, vice-president of the Anti-Fascist Committee, Mrs. C. Ivashenko, an engineer from Kiev, and Mrs. L. Lazarova, the interpreter, who comes from Moscow. They were delegates to the International Women's Day ceremonies in London. When this picture was taken the delegates were taking an after-breakfast stroll outside their Bayswater hotel.

THE ITALIAN PRIME MINISTER AND FOREIGN MINISTER PAY A VISIT TO LONDON: Signor de Gasperi addressing the microphone when he arrived at Victoria Station in company with Count Sforza (left). The Italian Ministers met Mr. Attlee and Mr. Morrison, the new Foreign Minister, at No. 10, Downing Street, and the discussions which followed took place in an atmosphere of great cordiality. The four Ministers met, to begin with, with no advisers or secretaries present. The exchange of views covered a wide field, and at the Italian request the first item on the agenda was Trieste. On the first day of their visit Signor de Gasperi and Count Sforza drove to the Palace, where Mr. Morrison, the Foreign Secretary, presented them to the King.

HONOURING AN OLD CARTHUSIAN AND A BRILLIANT LEADER OF THE SECOND WORLD WAR: Vice-Admiral Lord Mountbatten taking the salute at the march-past of Charterhouse Combined Cadets after he had previously unveiled a memorial to Major-General Wingate in Charterhouse War Memorial Chapel. At the unveiling a tribute by Mr. Churchill to General Wingate was read by Lieut.-General Sir Henry Pownall, who represented Britain's wartime Prime Minister. Major-General Wingate was educated at Charterhouse. His career as Chindit leader in Burma was tragically cut short in an air crash while on active service in 1944. Wingate was buried with the Americans who accompanied him in the plane, but recently his ashes were taken to Arlington, Virginia, and re-interred with full ceremonial.

SOUGHT TO RULE OVER 546,000 PEOPLE AND A COUNTRY OF 47,000 SQUARE MILES: Mr. Anthony Brooke, exiled nephew of the last White Rajah of Sarawak, returned to London last week after giving up his five-year fight to regain the kingdom which his uncle transferred to British rule in 1946 for £1,000,000. Anthony Brooke used to be "Crown Prince" of Sarawak. One of his cousins married Harry Roy, the dance-band leader; another wed Bob Gregory, the wrestler. They were the daughters of Sir Charles Vyner Brooke, whose family had ruled Sarawak for more than 100 years. Mr. Brooke is seen in this picture with his wife and two daughters, Angela, aged nine, and Celia, six.

THE FERRY WHICH WAS WRECKED ON THE LIZARD PENINSULA IS BROUGHT TO SAFETY: The *King Harry* lying safe and sound on the beach at Coverack Harbour, after she had been refloated from the rocks at Spernic Cove, near the Lizard, where she went aground in January. She had broken away while under tow from Penzance to Falmouth, where she was due to replace the old ferry. The *King Harry* has been built at a cost of £25,000, and has taken over two years to build. She is the biggest job ever undertaken by the Penzance Dry Docks. When the ferry broke away, the deep-sea rescue tug *Turmoil* was sent from Falmouth to give help, but, on receiving an S O S from a British freighter in distress, turned aside as there was no one aboard the ferry.

On left—**A BARGAIN WITHOUT SAILS!** Mr. and Mrs. E. N. Price, of the picturesque Sussex village of Washington, have overcome their own particular housing problem now that they have transformed the village's 124-year-old windmill into an attractive home. They are seen standing on the lawn in front of the windmill with their son Edward. The windmill is a well-known landmark and is scheduled to be preserved because of its historic value.

On right—**ROMAN DISCOVERIES NEAR CHICHESTER:** Boy Scout volunteers of the Sidlesham Troop helping to uncover a Roman tesselated paving discovered only about 12 ins. below the surface at the Land Settlement Association's holding outside Chichester.

BERGH HONOURS ITS SONS WHO DIED IN THE SECOND WORLD WAR: The open-air service taking place in front of the school buildings. During the ceremonies at Sedbergh four memorial panels in the cloisters were dedicated by the Archbishop of York to 192 old boys of the school, and a separate memorial was afterwards dedicated to the three men who gained the Victoria Cross.

GENERAL SIR JOHN SHEA, CHAIRMAN OF THE GOVERNORS OF SEDBERGH SCHOOL, ABOUT TO UNVEIL THE MEMORIAL TO THREE OLD SEDBERGHIANS WHO WON THE VICTORIA CROSS: The three V.C.s were Flying Officer Kenneth Campbell, Second Lieutenant George Ward Gunn, R.A., and Major-General J. C. ("Jock") Campbell. "Jock" Campbell, famed as the organiser of the "Jock" Columns, was awarded the D.S.O. for his leadership in Libya during the summer of 1940, and some time later received the V.C. for conspicuous gallantry at Sidi Rezegh. He was killed in a car accident in Egypt on February 26, 1942. Sedbergh is one of the oldest of the North Country schools, having been founded in 1525 by Lupton, Provost of Eton, and endowed with lands connected with a chantry, probably for the souls of kinsmen.

THE WOULD-BE SUICIDE "TEETERED" FOR FOURTEEN HOURS ON THE FIFTEENTH-STOREY LEDGE OF A NEW YORK HOTEL: This is a still from the 20th Century-Fox film *Fourteen Hours*, based on a real-life drama of 1938, which has now come to London after initial showing at the Astor Cinema, New York. The part of Robert Cosick, the psychotic, is taken by Richard Basehart. His entire performance, with all its emotional range, takes place within a space of a few square inches on the hotel's fifteenth-storey ledge.

PATROLMAN DUNNIGAN ATTEMPTS TO PERSUADE THE PSYCHOTIC NOT TO MAKE THE BIG JUMP: Richard Basehart, as Robert Cosick, and Paul Douglas, as the police officer, in a scene from *Fourteen Hours*, which was presented in the West End of London last week at the Odeon Cinema, Marble Arch.

THE MAN ON THE FIFTEENTH-STOREY LEDGE

A Real-life Drama of Modern New York is Presented as a Film

Thirteen years ago, on a burning summer's day in 1938, a suicidal young man named John Warde had New Yorkers on tenterhooks for fourteen hours while he stood perched on the ledge outside his fifteenth-storey bedroom at the Gotham Hotel.

That drama of a summer's day ended in Warde crashing to his doom before the gaze of men, women and children gaping from the sidewalk. Warde had steadfastly refused during those fourteen terrible hours to listen to reason. He was bent on self-destruction, and so into the man-made canyon he went, passing into history as "the man on the ledge."

Now, over a decade later, an American film company has taken the story of that poor, unbalanced young man and presented it upon the screen with liberal alterations and some added atmospheric details, also a new and believable ending. The result is a brutally candid slice of metropolitan life, full of dramatic suspense.

All the latent primitive phobias of falling and of dizzying heights are played upon in this picture, and less than three minutes after it starts we see the young man (here called Robert Cosick) wobbling on the fifteenth-storey ledge, with the street far below, and there he "teeters" in full and persistent view with sudden and sickening slips and catches until just before the end.

Fourteen Hours is directed by Henry Hathaway, the man who made *The House in 92nd Street*, and the film was made at the New York offices of the Guaranty Trust Company, in the heart of Manhattan's stockbroker land. An entrance canopy, suitable brass plates, a new marquee, and typical hotel-entrance curtains, all helped to transform the building, and all that remained was for director Hathaway and his men to focus the cameras for fifty straight days on the ledge where the great drama was played out.

An attempt has been made to present Robert Cosick, the man on the ledge, as the plaything of destiny upon whom a tumbling drama builds. It is this accumulating drama, of the traffic policeman off the local beat, of the poor young man's mother and father brought to plead with him, of the frantic, fumbling rescue efforts, and of the morbid, cruel crowds in the street, that provides the emotional upsweep. What is perhaps most remarkable is the impact of the whole drama on the New York policeman (played by Paul Douglas), who happens to be the individual who comes closest to the man on the ledge. Around and about him swirl the reporters and the radio-men, the curious crowds looking on in horror or in lust for a death spectacle. This good-natured patrolman finds all his modest resources of intelligence taxed to the limit. Both Paul Douglas as the patrolman and Richard Basehart as the psychotic give fine performances, and between them they bring out the tangled causes of the psychotic's plight.

On left—

WHEN ARGUMENT HAD FAILED: The police attempting to lasso the would-be suicide, Robert Cosick, with a rope operated from the sixteenth storey. Cosick declares that if they advance an inch nearer he will plunge himself into the street hundreds of feet below.

AN ANGLO-FRENCH PARTY AT COVENT GARDEN : Pierre Michaut, a well-known French critic, talks to Margot Fonteyn at the party in the Crush Bar.

MADAME MASSIGLI AND DAME NINETTE DE VALOIS : The wife of the French Ambassador was at the party. Centre is Mme. Toonder of Holland.

YOUTH AT THE PARTY : From left to right are Mr. Kenneth Macmillan, Mr. Rodrigues, Miss Julie Farron, of Sadler's Wells, and Mr. Robert Irving.

COMPOSER AND CONDUCTOR : Mr. Constant Lambert and his wife with Mr. John Hollingsworth (on right), a conductor for the Sadler's Wells Ballet.

GUESTS OF HONOUR : Mr. Arnold Haskell, Principal of the Sadler's Wells Ballet, and Mr. Cyril Beaumont, Principal of the Ballet School, stand between Madame Massigli and M. René Massigli.

BALLET WHO'S WHO

AND THE ANNUAL R.A.D.A. MATINEE

A GILBERT AND SULLIVAN BALLET : The first result of the lapse of copyright on Sir Arthur Sullivan's music is Mr. John Cranko's use of it for his new ballet, *Pineapple Poll*, which was first danced at Sadler's Wells last week. Mr. Cranko has used the story of the bumboat woman who wore a sailor's uniform to get aboard the H.M.S. *Hot Cross Bun* in order to meet the handsome captain, from the Bab Ballads, for his ballet *Pineapple Poll*, which is accompanied by a selection of tunes from the Savoy operas. Elaine Fifield dances the role of Poll, the bumboat woman, and the very attractive décor is by Osbert Lancaster. Sullivan died in November, 1900.

IN MOIRA SHEARER'S SHOES : Nadia Nerina, who danced the leading role in *Cinderella* while Moira Shearer was recovering from an appendix operation. The young ballet dancer had her great opportunity on the Friday of the first week of this season in which *Cinderella* returned to the Sadler's Wells Company's repertoire. This was her first public appearance in the part except for one performance before London schoolchildren.

On left—The entire Sadler's Wells Ballet Company was present at the party in the Crush Bar of the Royal Opera House which was given after a performance of *Cinderella*. Officially the party was to welcome the company on return from their enormously successful tour of North America, but it was also the occasion for the presentation of the insignia of the Legion of Honour to Mr. Arnold Haskell, Principal of the Sadler's Wells Ballet, and to Mr. Cyril Beaumont, Principal of the Sadler's Wells Ballet School, by the distinguished French critic, M. Pierre Michaut, after the awards made by the French Government in the previous week. The French Ambassador and his wife, M. and Madame Massigli, were present and an official of the French Ministry of Education, Madame Laurent, made a speech. Nearly all the stars of British ballet were there, including Dame Ninette de Valois, who left last week for a lecture tour in Yugoslavia, where she is a guest of the Yugoslav Government.

***Above*—SITTING-OUT AT THE NEW THEATRE :** This group of R.A.D.A. students at their annual performance includes Philip Latham, John Weston, Gerald Harper, Susan Stephen, Anthony Daws and Ann Chatin. They were waiting to go on for their performance of Shaw's *Back to Methuselah*. Gerald Harper was awarded the Academy silver medal for his performance as Napoleon; and Ann Chatin (the Oracle) the Academy bronze medal. The premier award, the Bancroft gold medal, went to Gabriel Woolf for his performance in *Henry VIII*. The judges were Kay Hammond, John Clements, Leslie Henson, Harold Hobson and Barbara Couper.

AN ESSAY IN MIME : Hilary Paterson, William Peacock and Anne Morman took part in the period mime, "Times Pursuit," arranged by Lydia Sokolova for the annual R.A.D.A. matinee

The World of Books—By VERNON FANE

REMINISCENCES with a HUMOROUS APPROACH

Miss Evelyn Eaton Writes of Her Childhood in Canada; A Niece's Book About an Uncle and Aunt in Finland

THERE are two charming books of reminiscence this week, both written in moods of affectionate nostalgia, though they deal with such very different backgrounds. All that the authors seem to have in common is their feminine gender and their humorous approach to life. THE NORTH STAR IS NEARER (Gollancz. 12s. 6d.) is a further volume of memoirs by Miss Evelyn Eaton, who wrote that enchanting book, *Every Month Was May*, and it recaptures much of the charm of its predecessor. Miss Eaton writes of her childhood, which began in Canada and continued in England, where she attended a fashionable High Church school which, she avers, had "much to teach me about hell." But it is in the chapters about France that the wit and perception of this writer are seen at their best, and there, whether describing a competition for stage-struck toddlers or a period in a Paris office where "one is serious," and also where one works with immense deliberation to avoid producing "slipshod ratatouille," that the author is enjoying herself as much as the reader. And that is a great deal.

MATHIAS AND MATHILDA (Chapman and Hall. 12s. 6d.) is a niece's book about her uncle and aunt in Finland, where she spent much of her childhood and where she came to appreciate the virtues of Swedish culture and the vices of Russian domination. Martha Hedman House writes of her relations with candour but with affection, and, more than that, she writes about them with enough talent to make them understandable human beings, imperfect, amusing and touching. Mathias was not always the easiest man in the world, and since Mathilda was short, plain and charmless, his devotion to her was sometimes surprising. It had, however, a very sound foundation, and that was food. With food Mathilda coaxed him, lured him and delighted him—and in each case with success A wonderful woman, and, since the author describes many of the dishes in loving, luscious detail, we may say a wonderful cook, too.

An individualist, I am informed, is one who believes in independent action as opposed to co-operation, and it could be said that the subject of the next biography was indeed an individualist with whom, at the best, co-operation came a bad second. Rabelais, whose biography by M. P. Willcocks has been entitled THE LAUGHING PHILOSOPHER (Allen and Unwin. 16s.), and of whom most of us know little but a name, a reputation and some misty memories of Panurge and Pantagruel. Indeed, it appears that the work of this author is little read even by Frenchmen, though we in England have the advantage over them, since we possess a seventeenth-century translation of an even more "rumbustious" nature. Be that as it may, it is interesting to note that Rabelais set a pattern, now familiar, by being a doctor before he was a writer.

The novels this week veer between fantasy, adventure and very realistic human experience. Madame Lucie Marchal, for instance, has written a first novel of strength and technical competence in THE MESH (Heinemann. 10s. 6d.), which is a story of a Belgian family, poor but of aggressive respectability and internally divided in a feud between the daughter (who tells the story), a son, and his loving and possessive mother. The son marries a woman who is the widow of the chemist on the opposite side of the street, and she comes into a thick atmosphere of distrust because she is, first of all, a pretty woman and a stranger, and, more excusably, because she has been implicated in the death of her late husband.

The mother sets to work and by innuendo rather than by overt action breaks up the marriage with word after poisoned word, eventually winning her beloved son back to her side and driving the tormented daughter from the house, though always with protestations of love. This novel is a remarkable achievement, thick with atmosphere and, except for the last page or two, with no sense of having been contrived or indeed of being anything but a relentlessly cut slice of human experience.

A HERO OF TO-DAY (Hamish Hamilton. 9s. 6d.) is Signor Vasco Pratolini's novel: a brutal but credible Italian love-story in which a beautiful war widow falls in love with a very young man, behaves towards him in a way that is at once generous, rash and confiding, and is murdered by him. Read on one level of apprehension, this is a sordid tragedy, and on another a sober and true indictment of the times—as they are apparently lived in Italy. Signor Pratolini writes with great force and yet with a curious tenderness, and although the book leaves an unhappy impression, that may come from a personal rather than a literary angle.

THE NEW ROMAN CATHOLIC BISHOP OF LEEDS: The Rev. Dr. J. C. Heenan, formerly parish priest of St. Nicholas, Manor Park, who was consecrated Bishop by Archbishop Godfrey in St. Anne's Cathedral, on the feast of St. Gregory the Great. In order that the consecration could take place before Easter, special permission was granted for the ceremony to be performed on a lesser Saint's day. The new Bishop succeeds the late Rt. Rev. H. J. Poskitt.

Mr. Villiers David has chosen a velvety style and a not altogether adult satire for PLEASURE AS USUAL (Duckworth. 9s. 6d.), which is a story of a forceful matron, rich enough to be rude to her guests and yet have guests, and indulgent enough to her staff to retain them while giving them impossible surroundings. This novel is announced as one in which the income-tax authorities finally catch up with a couple who have employed the best accountants, but that is a little less and a little more than the fact of the fiction, for money, in this occasionally amusing tale, is treated hardly as a necessary evil but as something that, my *dear*, one simply has to have, doesn't one? Altogether, a novel for a very light moment, sophisticated and none the worse or the better for that.

THE CARDINAL (Macdonald. 12s. 6d.) is, as the title implies, a more ponderous affair altogether, for this novel by Mr. Henry Morton Robinson describes the rise of a young American, half-Irish priest to the dignity of a cardinal's hat, and the soul-searchings and temporal hazards that go with that dizzy rise to ecclesiastic power. The intention of this book is serious—it could not otherwise have been acceptable; and its plot development is as soberly planned. As the author explains: "As a writer, I was struck long ago by wonder and awe at the priest's function. In *The Cardinal* I have attempted to express these feelings by describing a gifted but very human priest fulfilling his destiny as a consecrated mediator between God and man." *N'empêche*, as the French say so briskly and briefly, that this has left room for the author to take some equally brisk and entirely secular cracks at the English in the course of this impressive tome.

Mr. George R. Stewart's novel, FIRE (Gollancz. 10s. 6d.), is to my mind far more impressive. This is both the story of a specific fire in a California mountain forest and of fire in general, though in the latter digressions I found that the author held my interest less closely, and I felt that he should have left his main thesis, which is Man against Fire, speak for itself through the medium of a single incident, without embroidery. Even one big forest fire can be a big enough subject, in all conscience, for the contemplation of an intelligent human being, and make him realise with enough humility the danger of a servant turned master, without a refrain of bossy little interjections about Sir Francis Drake, Buddha, Jeremiah and Loki. However, when Mr. Stewart sticks to the two other levels of his story, the inch by inch and, later, the mile by mile physical progress of the fire, and the details of the fire-fighting force brought up against it, he is quite first-rate and has written a masterly novel.

And then for adventures of other kinds, more or less fictional and more or less effective. NIGHTMARE IN MANHATTAN (Hamish Hamilton. 8s. 6d.) deals with the beastly crime of child kidnapping, and although in this case the child is not killed by the criminals (I have no hesitation in giving away the *clou* of the story), the tension remains high and the atmosphere unpleasant. If, on the other hand, that's the kind of thing you enjoy reading about, it must be said that Mr. Thomas Walsh does the job quite effectively.

THE HIDDEN AND THE HUNTED (Heinemann. 8s. 6d.) is more improbable and, by the same token, more bearable, not that it reaches a very high level of excitement in spite of all its comings and goings through Scandinavian waters and Dutch cities. Still, since the quarry is not a little boy of six but the plans for an international currency, it is possible to snuggle back in one's chair more easily, and enjoy Mr. Howard Swiggett's story of chasings and gun-flourishings with a more judicious eye.

NIGHT AND GREEN GINGER (Hodder and Stoughton. 9s. 6d.) doesn't attempt to make much sense with its intricate and rather baroque plot of sudden deaths, horses looking out of drawing-room windows and strangled wax effigies, not to mention the fact that though the setting is Hull, it is a Hull half-populated, it seems, by people dressed as the characters from Chaucer's *Canterbury Tales* for a grim kind of fancy-dress dance. Mr. David Lockwood, however, writes with no qualms about his creatures' oddities, and has turned out a book which owes something to the Tough Guy school of contemporary fiction, and more still to his own native ingenuity.

"INSIDE" MACARTHUR

John Gunther's Story of the Pacific's Man of Destiny

Most Americans probably made up their minds about Douglas MacArthur many moons ago, long before his character and personality became of world-wide concern, and his Asian adventure set men wondering at the shape of things to come. For this West Point graduate of 1903, who was born to the Army in Little Rock Barracks, Arkansas, the son of Lieut.-General Arthur MacArthur, has never hidden his light from the eyes of men; and just as he has always stood four-square to the enemy, with the courage of Ney (his friends would aver), he has never blinked either at the batteries of Press cameras nor at the phalanx of correspondents. To MacArthur they are part and parcel of his life. John Gunther, who has a facile pen and an enquiring mind, is one of the latest political writers and journalists to storm the stronghold of Tokyo, where the virtual dictator of Nippon, the Cæsar of the Pacific, dispenses democracy. The result of his visit is a volume entitled THE RIDDLE OF MACARTHUR (Hamish Hamilton. 12s. 6d.), generous excerpts from which have already appeared in serial form in the Sunday Press. It is not a particularly remarkable book, because it presents the sort of MacArthur most of us already think we know. It is not based on any lengthily intimate study (or so it appears), and it does not delve very deeply into his past (perhaps Mr. Gunther reckons we know all that). It does provide, however, an intimate day-to-day record of the life MacArthur lives in his Eastern domain, in his windy keep along the Ginza, and it shows just how remote is this General from the everyday run of affairs in the Japan which he rules. That is, indeed, the disquieting element in this biography, in which MacArthur does not emerge as a man of the people, but as a man above the people.

Douglas Goldring, a founder-member of that successful body, the Georgian Group, and a writer of distinction, has produced an admirable biography of Sir Thomas Lawrence under the title, REGENCY PORTRAIT PAINTER (Macdonald. 21s.). Lawrence was probably the most prolific portrait painter of his age, and he excelled in the portrayal of children. It is perhaps to be regretted then that more of these juvenile portraits do not find their way into this well-illustrated volume. Mr. Goldring gives a complete and likeable impression of Lawrence, starting with his prodigious childhood and dwelling particularly on his friendship with Mrs. Siddons and his love-affairs with her two ill-fated daughters.

Should the appeal of religion be purely to the hearts of individual men and women, or should the net be thrown infinitely wider, as it is in the Roman Catholic Church, which is now such a dominant factor in world affairs, ranging itself against the dark forces of the Kremlin, offering in place of Communism its own social, political and cultural programme? This is perhaps one of the most formidable questions of modern times; one that is not likely to be discussed without rancour, particularly in America, where there is a Roman Catholic population of 26,000,000, where Catholic power has advanced steadily with the years. In FREEDOM AND CATHOLIC POWER (Secker and Warburg. 16s.) Paul Blanshard examines this situation in the States. He does not challenge Roman Catholic religious beliefs or the right of individuals to hold them, but he does question the use of political action by the Church, not least when it runs counter to Americanism. He marshals his facts with skill, and his bibliography and documentation are careful to a degree. In fact, Mr. Blanshard writes like a man who is quite certain that his broadsides will not go unanswered and who hazards a guess that before long bigger guns than he can command will be mounted against him. He is probably right.

The antiquity of Indian history and culture as gleaned from Vedic literature was, until as recently as the 1920's, not supposed to go beyond the second millennium before Christ. But archæological discoveries in the Indus Valley have pushed back that limit at a single stroke to 3000 B.C., if not a still remoter period, and India can now lay claim to the honour of being a pioneer of civilisation along with Sumer, Babylon, Egypt and Assyria. In THE VEDIC AGE (Allen and Unwin. 35s.), which is Volume I of *The History and Culture of the Indian People*, there is a most revealing chapter on these Indus Valley finds, notably at Harappa and Mohenjo-daro. The volume itself has been produced by the Academy of Indian History under the general editorship of Professor R. C. Majumdar, and it is the forerunner of others which will deal with the Muslim period and with modern times. It is a work of great scholarship, but it will be readily understood by the layman.

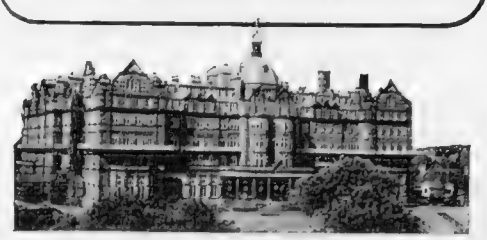
By contrast, THE HISTORY OF THE BRITISH FILM, 1914-18 (Allen and Unwin. 35s.), which is Volume III in Rachael Low's authoritative series, is rather heavy going. It is not surprising to be told, indeed, that this, and the two previous volumes in the series, is the basis of a thesis accepted by the University of London for the degree of Doctor of Philosophy. Of popular interest, however, are stills from films of the 1914-18 period, notably *Jane Shore*, released in 1915, in which it is possible to see at a glance just how clumsily theatrical was the screen-acting of those days

THE BRITISH COUNTRYSIDE IN COLOUR (Odhams. 18s.), with 32 pages in full colour and nearly 150 photographs, is a lavish new production which may meet the needs of Festival Year visitors, but Mr. S. R. Badmin's paintings are not uniformly successful in capturing the spirit of the English countryside.

Stay at a Frederick Hotel for comfort

You're always sure of first-class service, excellent cuisine and every luxury, if you stay at a FREDERICK HOTEL

HOTEL MAJESTIC · HARROGATE



Here is unrivalled luxury, exceptional cuisine, and superb service. Magnificent ballroom, resident Orchestra, smart Cocktail Lounge, Billiards, Squash and Tennis Courts, Large Garage. Meals served at any hour. Write for Illustrated Brochure of the Finest Hotel in Britain's Finest Spa.

SACKVILLE HOTEL · BEXHILL

Situated on the Sea Front, it has a delightful lounge opening on to lawns and promenade. Spacious airy bedrooms, private suites, luxurious cocktail lounge, perfect service, superb cuisine. The Ideal Centre for Touring Sussex. Write to Manager for Tariff or 'phone Bexhill 2290.

Every Frederick Hotel offers you the highest standard besides being situated in the best position in each resort.

Stay at the Crown, Scarborough, or the Royal Crescent, Filey—both fully re-opening for the season early in May.

Summer Holidays IN MADEIRA

BETWEEN 1st MAY and 20th NOVEMBER

The popularity of the **LUXURY FLYING BOATS** enables us to offer a

26% REDUCTION ON SUMMER HOLIDAY FARES

AQUILA AIRWAYS

(operated under an associate agreement with B.O.A.C.)

Details from any Travel Agent or AQUILA AIRWAYS LTD., 6, Curzon Place, London, W.1. GROsvenor 3947

I hear there's a new

ORIENT LINER

coming in May

ORCADES sails 5 APR. 1951

ORONSAY sails *maiden voyage* 16 MAY 1951

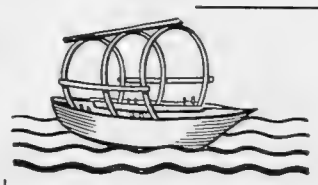
ORONTES sails 24 MAY 1951

ORIENT LINE TO AUSTRALIA

For particulars apply to:—

14 Cockspur Street, London, S.W.1

TEL: TRA 7141 or AGENTS



Lake Como

(Italy)

IS THE

IDEAL PLACE FOR YOUR HOLIDAY

Social and sporting events—Sunny resorts—
Bathing—Boating—Two 18-holes golf courses

CONSIDERABLE REDUCTION IN THE PRICES OF PETROL FOR FOREIGN MOTORISTS IN ITALY

For information: ITALIAN STATE TOURIST OFFICE (ENIT), 1, Conduit Street, London, W.1; Ente Provinciale Turismo, COMO and all Travel Agencies

Gleneagles

PERTHSHIRE

Britain's Distinguished Hotel for Fashionable Recreation

which attracts its clientele from all over the world

Enquiries for accommodation will receive the personal attention of the Resident Manager

OPEN EASTER TO OCTOBER

The Hotels Executive, British Transport, London, N.W.1

The best idea for the Festival Year

A trip to

SOUTH AFRICA

The cool season—May to August—is the best time to visit the Kruger National Park, the Natal Coast and the Victoria Falls.

First-class Fares to Cape Town from £70 to £144.

(Some Cabin Class accommodation available)

Particulars from—

Head Office: 3 Fenchurch St., London, E.C.3

West End Passenger Agency: 125 Pall Mall, S.W.1

by

UNION-CASTLE

A Tonic in itself

TIME IS THE ART OF THE SWISS

One Swiss in every hundred makes them

In Switzerland there are far fewer people than there are in London ; yet 50,000 Swiss—one in every hundred—are watch and clock craftsmen. Most of them are sons of sons of watchmakers. Whole families are steeped in the tradition of Swiss watchmaking. "The Swiss have a watch in their heads."

So no wonder the fine Swiss jewelled-lever watch is famous from China to Peru. It is the result of 2,400 distinct operations. Every tinier-than-a-pinpoint screw is tested, re-tested. Every part is measured to a minute fraction of a millimetre. That's why it's a more accurate watch—a longer-lasting watch—a watch you can rely on.

But only an expert can advise on such expert workmanship. So go to an experienced jeweller. Let him show you his vast range of up-to-the-minute styles. Let him help you to choose. He has a lifetime interest in keeping you satisfied.

Fine Swiss watches can be bought from all good jewellers. No shop has exclusive rights. To keep your watch always at top-level performance, consult the repair expert at your jeweller's. No one else is so competent to give your watch the professional care it deserves.

The WATCHMAKERS OF SWITZERLAND

Horrockses REG'D

the Greatest Name in Cotton

For generations housewives have been proud to say their sheets, pillowcases and towels were made by HORROCKSES. The name commands respect in every woman's mind and shall ever stand for quality the world over.

SHEETS · PILLOWCASES · TOWELS · DRESS GOODS · FURNISHINGS · ETC.

HORROCKSES, CREWDSON & CO. LTD., PRESTON, MANCHESTER, BOLTON, LONDON

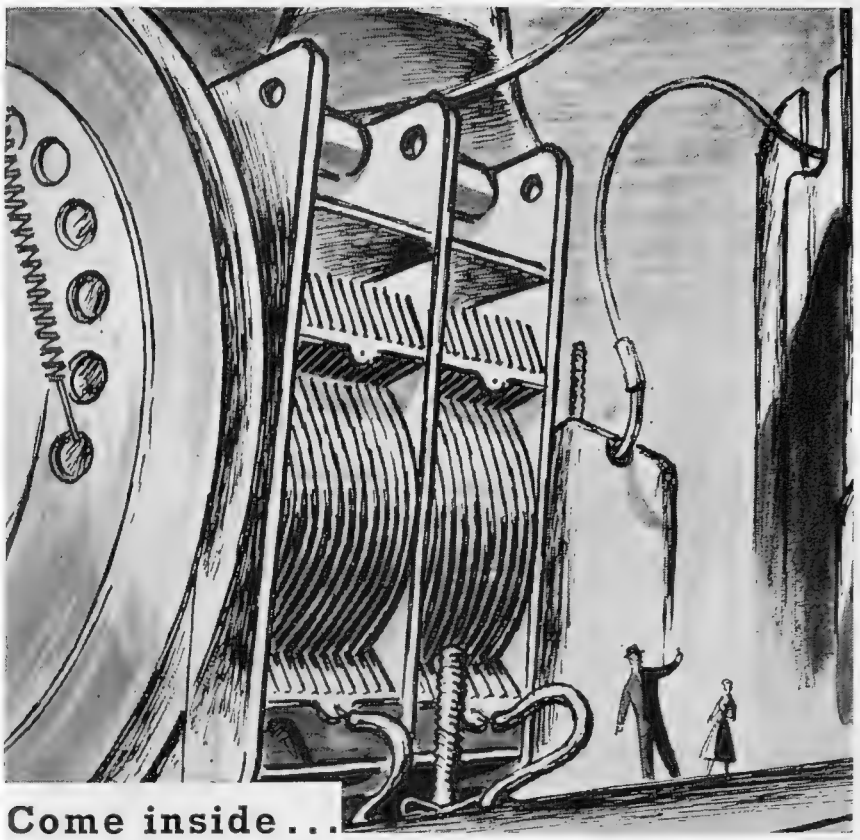
There are many imitations

Nothing is so healthful and comfortable as a cellular weave for men's and boys' underwear, for blouses for women and girls, and for corsets and pyjamas. All these garments *are* made in AERTEX, but to avoid imitations always look for the Aertex label.

but only one

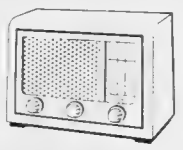
AERTEX

P2



Come inside...

Take a look at this—it's the 'works' of a G.E.C. radio. The part that sees that you get good listening, *and go on getting it.* That's what really matters in radio, and all G.E.C. sets are designed to take care of it for you—they're built for technical excellence. For instance, this family table model BC5441, at **£18.18.0** including tax, is something worth seeing—but you really have to listen to it to take in its true quality. *Your Approved G.E.C. Dealer will be glad to arrange this for you.*



G.E.C. RADIO & TELEVISION
—and a good job too!

The General Electric Co. Ltd., Magnet House, Kingsway, London, WC2

Summit shirt window

37/6

That shirt is certainly good value!

Smartness and comfort are both fulfilled by this 'Oxford' collar-attached shirt. It is cut in coat style, with polo collar and button cuffs. In plain colours—blue, beige, green and grey. Sizes 14–18. Ask for range 3 J.

An attractive tie to match, pin-spot silk foulard, in blue, brown, green, navy and red. 12/6.

AUSTIN REED *of Regent Street*

LONDON AND PRINCIPAL CITIES · LONDON TELEPHONE: REGENT 6789

353

BY APPOINTMENT

Luis Gordon & Sons Ltd., Suppliers of Domecq's Sherry

A crowning achievement...

Domecq's

DOUBLE CENTURY

"Double Century" is the sherry of all sherries. Some are too dry; some too sweet "Double Century" is a Sherry to suit all tastes, selected specially to celebrate the 200th birthday of the famous house of Pedro Domecq.
Try a bottle or a glass today and see if you ever tasted such a lovely wine.

the best of all Sherries

The finest of Sherries obtainable through your usual channels of supply.
Sole Importers (Wholesale only) Luis Gordon & Sons Ltd., 48, Mark Lane, London, E.C.3.

If your taste is for a dry wine - ask for Domecq's "Fino La Ina"

BARACUTA (CLOTHIERS) LIMITED · MANCHESTER · Also U.S.A. and CANADA

BY APPOINTMENT
SCOTCH WHISKY DISTILLERS
TO H.M. KING GEORGE VI.

The Spirit of Scotland

The Distinctive Whisky
IN
The Distinctive Bottle

WM. SANDERSON & SON LTD., QUALITY STREET, LEITH: *LONDON OFFICE*, BATH HOUSE, PICCADILLY, W.1.

For really FINE

SOUTH AFRICAN SHERRY

look for this label

A Number to please every palate

NO. 1 PALE EXTRA DRY

NO. 2 PALE DRY

NO. 3 MEDIUM DRY

NO. 4 RARE OLD BROWN

14/6 a bottle

BEAUFOYS WINES LTD · KINGSTON · SURREY

By Appointment
Biscuit Manufacturers to H.M. King George VI
HUNTLEY & PALMERS LTD. READING, ENGLAND

Huntley & Palmers

the first name you think of in

Biscuits

BY APPOINTMENT
MAKERS OF WEATHERPROOF CLOTHING
TO HIS MAJESTY THE KING.

THE BURBERRY IS OF SUCH SATISFYING VALUE

The yarn is proofed before the cloth is woven.

Thus the proofing is woven into the cloth and ventilation natural to woven fabrics is unimpaired.

Proofed in this way the proofing can only be eliminated by hostile chemicals.

This is better than the common method of rainproofing, viz.: dipping the cloth in chemicals. Surface-proofing.

The Burberry is so much appreciated because it lasts so long, is most comforting, such a pleasant security in every kind of climate, in fact "The World's Best Weatherproof" and one of the "World's Best Overcoats."

BURBERRYS
HAYMARKET, LONDON, S.W.1
Telephone: WHItehall 3343

Appointed Agents in every town throughout Great Britain

Health Brand

FINE SHOES FOR MEN by

Crockett & Jones
Northampton

For Ladies' Shoes by CROCKETT & JONES, LTD., *Northampton, ask for* Swan *brand*

CVS-35

Unless it is stopped, corrosive water eats insidiously into the iron and steel pipes of many industrial water systems. This corrosion is a trouble-maker which brings dislocation of work and high maintenance costs in its train. But Calgon (Albright & Wilson's Sodium Metaphosphate) introduced into the system by what is known as Threshold Treatment will halt corrosion and banish the troubles that arise from it. A few parts of Calgon in a million parts of water effect a cure — a cure which our technical department will be pleased to discuss with you.

ALBRIGHT & WILSON LTD

CALGON

49 PARK LANE · LONDON · W.1 · *Tel:* GRO. 1311 · *Works:* Oldbury & Widnes

TAW 191

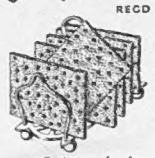
A wheatfield on your table?

... but

Vita-Weat

REGD

is whole-wheat goodness in its handiest form!



Delicious, crunchy Vita-Weat adds a new zest to every meal. The compressed essence of the whole sun-ripened wheat grain is in every slice. See how the children enjoy it—a healthy snack, ready in a moment.

PEEK FREAN'S *Famous Crispbread*

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

BURLINGTON, FOLKESTONE

On the Leas facing the sea. Ideal for a restful holiday. Good food, well cooked. Courteous service. Fully Licensed; Cocktail Bar. Lift and all modern comforts. Central heating. P.O. 'phones all rooms. Near to shops and amusements. A.A.**** Telephone: 4663-4.

Nr. GUILDFORD, SURREY. BRAMLEY GRANGE HOTEL

Country Manor atmosphere and friendly warmth; Swiss chefs and own dairy produce; flower-beds and stately trees; Golf Course; Tennis Lawns and historic surroundings 'midst Surrey Downs. What more could one desire for an enjoyable holiday? Telephone: Bramley 2295.

HAWKHURST, KENT. COLLINGWOOD HOUSE HOTEL

In this historic and lovely Georgian home, the art of gracious living is still practised. Warmth, unusual comfort and a high standard of catering will be your lot. For Brochure, write N. Allan-Smith. Tel.: 3350.

LONDON, N.W.4. HENDON HALL

First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed. P.O. phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Personal supervision of Managing Director. HEN 1456.

HONITON, DEER PARK HOTEL

Devon is at its loveliest in the Spring, when the flowers and shrubs in our 25-acres are a joy. Also 3-miles Trout Fishing, Tennis, Squash, Billiards, Putting. First-class food and cellar; attested Jersey herd. Tel.: 64.

JERSEY, C.I., ROZEL BAY. LA CHAIRE HOTEL

(1st Register)—Country house atmosphere. 10 acres lovely grounds. Fully licensed. Cocktail Bar. Continental cuisine. Re-opening April 1st. Terms: April-June from 7 gns.; July-Sept. from 8 gns. Good bathing and fishing. Write Manager. Tel.: Trinity 198.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's-throw from St. James's Park Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 21/- per night. Tel. ABBey 7888.

RAVENSCAR, Scarborough. RAVEN HALL HOTEL

A completely self-contained, fully-licensed holiday hotel. Heated sea-water Bathing Pool, 9-hole Golf Course, Putting, Hard Tennis, Bowls, Billiards, Dancing (orchestra)—all free to residents. Riding available. Fully inclusive terms 35s. to 47s. 6d. per day. Tel.: Cloughton 233.

THE COUNTY HOTEL, ROTHBURY NORTHUMBERLAND

This modern, well-appointed hotel provides for your complete enjoyment . . . first-class service, well-cooked food, cocktail lounge, own gardens A.A.*** R.A.C. Vacancies for Permanent Residents. Phone & Grams: Rothbury 6 & 235. and Veteran Motorists.

SALCOMBE, S. DEVON. TIDES REACH HOTEL

What a lovely address for a seaside holiday! Here, on the edge of a sandy beach with boats, fishing, safe bathing and fine walks, are added the finishing touches of comfortable accommodation, good fare and ample garage space. Tel.: 288.

VICTORIA HOTEL, SIDMOUTH, IN SUNNY SOUTH DEVON

Rooms overlooking the sea with private bath and self-controlled radio. Orchestra. Dancing, Cocktail Lounge. All outdoor recreations; food you will enjoy. Come and be spoilt! Open all the year. Tel. 951.

Ring for...

BELL'S

This fine old whisky contains all the richness of many years maturing.

ARTHUR BELL & SONS LTD.
SCOTCH WHISKY DISTILLERS, PERTH
• AN INDEPENDENT HOUSE •

Turnberry

HOTEL
AYRSHIRE

Scotland's famous seaside resort, open throughout the year. The full 18 holes of the famous Ailsa Golf Course will be open for play from Whitsun.

Enquiries for accommodation will receive the personal attention of the Resident Manager.

The Hotels Executive, British Transport, London. N.W.1

RACE GLASSES
for the
LINCOLNSHIRE HANDICAP March 31
and the
GRAND NATIONAL April 7

We have the largest stock in London of new and second-hand Binoculars by leading makers. Catalogues on request. *Telephone:* REGent 5048.

DOLLONDS
28, OLD BOND ST., LONDON, W.1

Andy ADAGES No 32

It's easy to hurt; hard to cure.

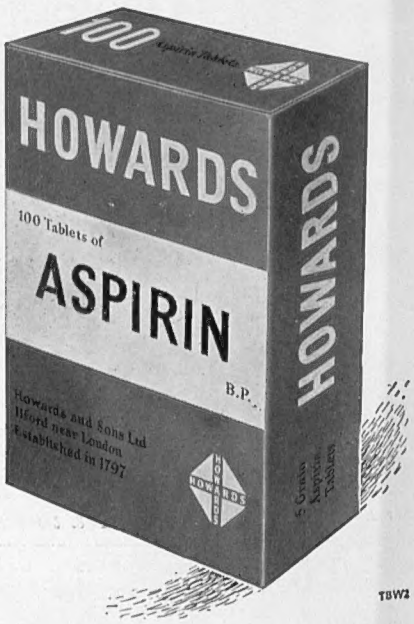
Play safe; avoid cuts, bruises and possible infection to your hands in the garden. Wear ANDY Gardening Gloves—they can "take it" and still stay supple and hard-wearing.

"THESE ARE THE GLOVES YOU HAVE HEARD ABOUT"

5/11 per pair from all Ironmongers & Stores, or direct 6/2 post free. (State size)
TEDSON THORNLEY & CO.
ROCHDALE

Andy Reg'd GARDEN GLOVES

Not the cheapest... but the best



TBW2

B. O. A. C. proudly presents..

THE Monarch

LONDON - NEW YORK OVERNIGHT — NON-STOP!

It's the last word in luxury air travel!

★ Double-decked Stratocruiser Speedbirds.
★ Luxurious lower-deck lounge.
★ Cocktails, seven-course dinner with wine or champagne, then liqueurs . . . all complimentary.
★ Full-size private berth only £8.19.0 extra.
★ "Speedbird Overnight Bag" for every passenger. An "Elizabeth Arden Beauty Kit" for each lady.
★ Yet, you pay no surcharge to travel on *The Monarch.*

Free advice and information available on request from your local B.O.A.C. Appointed Agent or B.O.A.C., Airways Terminal, Buckingham Palace Road, London, S.W.1. Telephone : VICtoria 2323. Early reservation advisable.

B.O.A.C. TAKES GOOD CARE OF YOU

FLY BRITISH BY **B·O·A·C**

BRITISH OVERSEAS AIRWAYS CORPORATION

FESTIVAL OF BRITAIN YEAR

England at its fairest

Banking Service at its best
NATIONAL PROVINCIAL BANK LIMITED

Pain and the Highly-strung

SENSITIVE people have not only a greater capacity for enjoying life, but also its corollary, greater susceptibility to pain. Even such comparatively mild ailments as colds, headaches and dry coughs, which tougher individuals are able to ignore, leave them depressed, irritable and unable to carry out their normal work. Such highly-strung men and women are also abnormally affected by crude palliatives which others can consume with impunity. It is precisely for this small sensitive group that Cogene has been evolved. Cogene contains Codeine, the powerful instantaneous pain-reliever, antipyretic Phenacetin to bring temperature down to normal, Acetylsalicylic Acid to soothe the nerves and Caffeine to offset by mild stimulation any reaction towards depression.

SUPPLIED ONLY BY CHEMISTS. Price 1/3d. and 2/2d.

'Cogene' *Regd.* TABLETS

FOR THE SPECIAL RELIEF OF PAIN

A GENATOSAN PRODUCT

Subject to colds?

SOLO

means more REAL ORANGE JUICE

NOTE: The Therapeutic value of Orange Juice in the treatment of Colds and winter ailments is recognised by Medical Science.

CAR COMFORT
with over 100 miles to the gallon

★ *The new "200" engine gives extra power for hills and pillion work.*

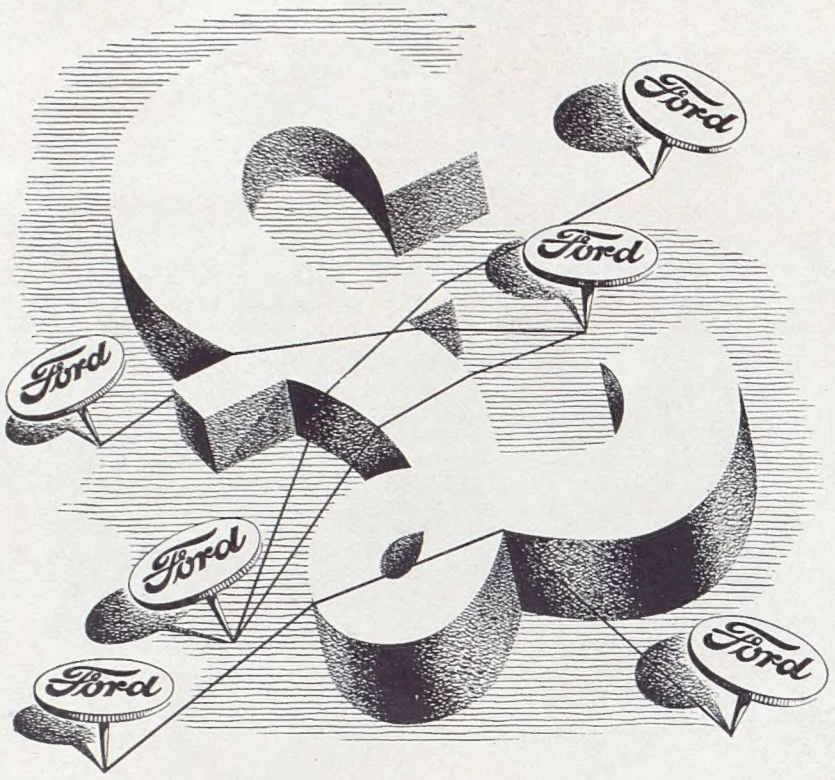
Clean and comfortable to ride the L.E. is car-like in conception. With water-cooled engine, shaft drive and full luxury specification it has proved itself the vehicle for every occasion.

Write for LIST "S"

THE SILENT Velocette "L.E."

VELOCE LTD., YORK ROAD, BIRMINGHAM, 28

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.



Ford Service

Holds Down Costs!

By the manifold advantages which it offers, Ford Dealer Service has established an indisputable leadership. It is nation-wide and uniformly excellent and the charges for spares and mechanical repairs are low and fixed. Ford owners everywhere can always rely upon maximum efficiency and minimum cost—a rare and welcome combination, these difficult days.

Ford

Motoring is '5-Star' Motoring

THE BEST AT LOWEST COST

FORD MOTOR COMPANY LIMITED · DAGENHAM

Don't be vague ask first for

Haig

OBTAINABLE IN ALL SIZES

No finer whisky goes into any bottle

Are we rich, Mummy?

No-one's rich nowadays, dear.

When can we have a new car?

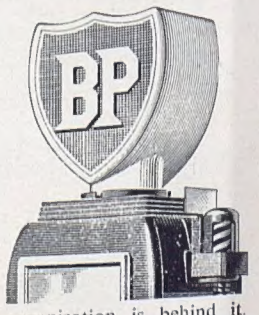
This one isn't such a slowcoach really. Perhaps with better petrol she'd go faster.

What petrol do you like best?

We always used BP before the war— we shall again when it's back on sale.

When will BP be back, Mummy?

Oh, how like your father! That's what he's always asking!



BP is the trade-mark of ANGLO-IRANIAN OIL COMPANY, LTD., whose whole organisation is behind it.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MARCH 24, 1951. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.